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SAN FRANCISCO
BOARD OF SUPERVISORS

HOUSING & LAND USE COMMITTEE

This Committee issued a "Calendar" for each meeting, which constituted the Agenda for the meeting. The Calendar had a blank line at the end of each agenda item for "Action".

The decisions taken at the meeting on each Calendar item were entered on the "Action" lines of the Calendar. The Calendar was then referred to as the "Action Calendar" or "Marked Calendar", and constituted the Minutes for the meeting.

Note that the Agendas and the Minutes are both captioned "Calendar". They differ in that the Minutes describe the action taken on each Calendar item.

This volume includes the available Minutes of this Committee's meetings. The Agenda is included only if the Minutes are missing.

The Budget Analyst prepared memoranda for many of this Committee's meetings. The memo for each meeting is inserted in this volume *in front of* the Minutes for that meeting. If the Minutes of a meeting are missing, the Budget Analyst memo is inserted *after* the Agenda for that meeting.

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Attn: Jane Hudson

CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET ANALYST

1390 Market Street, Suite 1025, San Francisco, CA 94102 (415)554-7642

January 3, 1995

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TO: Housing and Land Use Committee

FROM: Budget Analyst

SUBJECT: January 5, 1995 Housing and Land Use Committee Meeting

Item 4 - File 34-94-2

Department: Municipal Railway (MUNI)
Department of Public Works (DPW)
Department of City Planning

Item: Ordinance amending Ordinance No. 1061 entitled "Regulating the Width of Sidewalk" by adding Section 1517 changing the official width of the sidewalk on the Market Street Transit Thoroughfare Project Phase 4 at a) Market and Gough Street, b) North side of Market Street between Church Street and Duboce Avenue, c) Market Street east of Kearny Street, d) Market Street west of Seventh Street, e) South side of market Street west of Third and making findings pursuant to City Planning Code Section 10.1.

Description: The proposed ordinance would narrow the sidewalk widths at the above mentioned sites to accommodate the implementation of boarding platforms for wheel chair bound passengers on the existing boarding islands along the Market Street Muni F Line. The implementation of boarding platforms is mandated by the Federal Americans with Disabilities Act. The boarding platforms will increase the length of the boarding islands by 50 to 70 ft. The sidewalk portions adjacent to the boarding platforms will be narrowed between ten inches and nine feet. According to Mr. Al Lee of MUNI because the street width varies along Market Street, the sidewalks adjacent to the boarding platforms must be narrowed to continue to accommodate traffic flow and/or loading zone parking spaces.

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According to the proposed ordinance, the Department of City Planning has declared that the change of the official sidewalk width is consistent with the Eight Priority Policies of City Planning Code Section 101.1.

Comment:

1. Mr. Lee advises that the proposed ordinance would authorize Stacy and Witbeck Contractors to adjust the sidewalk width and to construct boarding platforms at a) Market and Gough Street, b) North side of Market Street between Church Street and Duboce Avenue, c) Market Street east of Kearny Street, d) Market Street west of Seventh Street, and e) South side of market Street west of Third. The sidewalk construction is a result of the Federal Americans with Disabilities Act which mandates the implementation of boarding platforms.

2. Mr. Lee advises that the proposed changes, which are estimated to cost $100,000, will be funded through Federal Transportation Administration funds.

3. Mr. Donald Chee of MUNI advises that construction to the sidewalk at the North side of Market Street between Church and Duboce was begun and completed between May 26, 1992 and February 7, 1994. As such, the proposed legislation should be amended to authorize the execution of the proposed ordinance retroactively.

Recommendation: Amend the proposed resolution to authorize the implementation of the proposed ordinance retroactively, and approve the proposed ordinance as amended.

for Harvey M. Rose

cc: Supervisor Bierman
Supervisor Maher
Supervisor Shelley
President Alioto
Supervisor Conroy
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Supervisor Migden

Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

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CALENDAR

ACTIONS TAKEN

REGULAR MEETING OF
HOUSING AND LAND USE COMMITTEE
BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO

THURSDAY, JANUARY 5, 1995 – 10:00 A.M. ROOM 228, CITY HALL

PRESENT: SUPERVISORS BIERMAN AND MAHER

ABSENT: SUPERVISOR SHELLEY

CLERK: GAIL JOHNSON

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CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

   (a) File 18–94–21. [Stop Signs, Various Locations, Establish] Hearing to consider the establishment of Stop signs, various locations. (DPT Order No. 717) (Department of Parking and Traffic)

   Stop Signs – Establish

   Fifteenth Avenue and Anza Street, northeast and southwest corners, stopping Anza Street traffic (makes this an all–way stop).

   Forty–Third Avenue and Anza Street, northwest and southeast corners, stopping Forty–Third Avenue traffic (makes this an all–way stop).

   Noe and Henry Streets, northwest and southeast corners, stopping Noe Street traffic (makes this an all–way stop).

   Peru Avenue and Naples Street, northwest and southeast corners, stopping Naples Street traffic (makes this an all–way stop).

   Southern Heights Avenue and Rhode Island Street, northeast and southwest corners, stopping Southern Heights Avenue traffic (makes this an all–way stop).

   (b) File 40–94–14. [Residential Parking Area "S", Duboce Triangle] Resolution extending the boundaries of Residential Permit Parking Area "S" in the Duboce Triangle Area and adding Cumberland Street, between Noe and Sanchez Streets, both sides, and the west terminal of Cumberland Street, to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

(c) File 40-94-15. [Residential Parking Area "J", Sunset/Parnassus] Resolution extending the boundaries of Residential Permit Parking Area "J" in the Sunset/Parnassus Area and adding Frederick Street, between Stanyan Street and Willard Avenue, both sides, to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

ACTION: Item (a) removed from Consent Calendar. Remainder of Consent Calendar recommended.

a. File 18-94-21. Hearing held. Question divided. Question on establishing stop signs at Southern Heights Avenue and Rhode Island Street severed and considered separately under File 18-94-21.1. Remainder of Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Stop Intersections] Designating certain intersections as 'stop' intersections." Recommended.

File 18-94-21.1. Question of "Considering the establishment of 'Stop Signs' on Southern Heights Avenue and Rhode Island Street" severed from File 18-94-21. Filed (at the request of sponsor).

b. File 40-94-14. Recommended.

c. File 40-94-15. Recommended.

REGULAR CALENDAR

2. File 20-94-18. [Traffic Controls - Third Avenue and Geary] Hearing to consider establishing a stop sign and a stop light at the intersection of Third Avenue and Geary. (Supervisor Maher)

ACTION: Hearing held. Resolution prepared in and reported out of Committee entitled: "[Stop Intersection, Third Avenue and Geary Boulevard] Designating Third Avenue and Geary Boulevard as a 'Stop' Intersection; urging the installation of stop lights at this intersection as soon as possible." Recommended.

3. File 124-94-16. [Residential Parking Permit for Businesses] Ordinance amending Traffic Code by amending Section 308 to require a business to present proof of a valid business tax registration certificate and payment of a business tax before being issued a residential parking permit. (Supervisors Kaufman, Leal)

ACTION: Hearing held. Amendment of the Whole bearing same, as presented by Supervisor Kaufman, adopted. Consideration continued to the Call of the Chair.

4. File 34-94-2. [Sidewalk Width Regulations, Market Street] Ordinance amending Ordinance No. 1061 entitled "Regulating the Width of Sidewalks" by adding thereto Section 1517 changing the official width of sidewalk on the Market Street Transit Thoroughfare Project Phase 4 as shown on the Department of Public Works maps numbered Q-20-413, Q-20-414, Q-20-419, Q-20-420, and Q-20-421 and making findings pursuant to City Planning Code Section 101.1. (Department of Public Works)

   ACTION: Hearing held. Amended by adding the following:
   "Section 3. The Board of Supervisors further authorizes the implementation of this ordinance retroactively." Recommended as amended. New title: "Amending Ordinance No. 1061 entitled "Regulating the Width of Sidewalks" by adding thereto Section 1517 changing the official width of sidewalk on the Market Street Transit Thoroughfare Project Phase 4 as shown on the Department of Public Works maps numbered Q-20-413, Q-20-414, Q-20-419, Q-20-420, and Q-20-421 and making findings pursuant to City Planning Code Section 101.1; authorizing the implementation of this ordinance retroactively."

5. File 36-94-8. [Final Negative Declaration, 129, 150 Oak/289 Fell] Resolution adopting Final Negative Declaration, finding and determining that the reclassification of property at 129 Oak Street, Lots 18, 19 and 20, Assessor's Block 837, 150 Oak Street, Lot 3, Assessor's Block 833, and 289 Fell Street, Lot 15, Assessor's Block 833, from a P (Public Use) District to an NC-3 (Neighborhood Commercial, Moderate-Scale) District will have no significant impact on the environment, and adopting and incorporating findings of the Final Negative Declaration; companion measure to File 36-94-8.1. (Department of City Planning)

   ACTION: Hearing held. Recommended. (To Board as a Committee Report for consideration on January 9, 1995.)

6. File 36-94-8.1. [Zoning Map Amendment, 129, 150 Oak and 289 Fell] Ordinance adopting changes in property use classification as an amendment to the Zoning Map of the City and County of San Francisco of property located at 129 Oak Street, Lots 18, 19 and 20, Assessor's Block 837, 150 Oak Street, Lot 3, Assessor's Block 833, and 289 Fell Street, Lot 15, Assessor's Block 833, from a P District to an NC-3 District and adopting findings pursuant to Planning Code Section 101.1; companion measure to File 36-94-8. (Department of City Planning)

   (Approved by City Planning Commission Resolution No. 13791)

   ACTION: Hearing held. Recommended. (To Board as a Committee Report for consideration on January 9, 1995.)

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NOTICE OF CANCELED MEETING

HOUSING AND LAND USE COMMITTEE

NOTICE IS HEREBY GIVEN that the regularly scheduled meeting of the Housing and Land Use Committee for Thursday, January 19, 1995, at 10:00 a.m., has been canceled.

John L. Taylor

JOHN L. TAYLOR
Clerk of the Board

POSTED: JANUARY 12, 1995

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CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET ANALYST

1390 Market Street, Suite 1025, San Francisco, CA 94102 (415)554-7642

January 31, 1995

TO: Housing and Land Use Committee

FROM: Budget Analyst

SUBJECT: February 2, 1995 Special Housing and Land Use Committee Meeting

Item 3 - File 151-95-1

Department: Redevelopment Agency

Item: Resolution amending Resolution No. 141-77 and 607-91 designating and describing the Northeastern Waterfront Survey Area by adding real property to said area.

Description: The proposed resolution would add a parcel of vacant land at the northeast corner of Folsom and Steuart Streets to a Redevelopment Survey Area known as the Northeastern Waterfront Survey Area. A survey area is land designated for analysis which will determine its redevelopment feasibility, and designation as a survey area is a necessary first step in including a parcel of land in a redevelopment project.

The Board of Supervisors originally approved designation of the Northeastern Waterfront area as a Redevelopment Survey Area in 1977 (Resolution 141-77), and, following the Survey, approved a Redevelopment Plan within the Survey Area for the Rincon Point-South Beach Redevelopment Project Area in 1981 (Ordinance No. 14-81). If the addition of the proposed parcel to the Survey Area is approved, the Redevelopment Agency would conduct appropriate environmental analysis of the parcel, and then consider an amendment to the Rincon Point-South Beach Redevelopment Plan to include this parcel.

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The parcel to be added to the Northeastern Waterfront Survey Area consists of approximately 41,000 square feet of vacant land (Lot 33 of Assessor Block 3741) which was formerly a part of a right-of-way for the Embarcadero Freeway, but is no longer needed for this purpose because the Embarcadero Freeway has been torn down. The parcel may be declared surplus property by the California Department of Transportation (Caltrans) if a decision is made not to rebuild the Embarcadero Freeway. If the parcel is declared surplus, State law directs that it be conveyed free of charge to the City, and the City is obliged either to use the right of way for transportation purposes or use any proceeds derived from its sale for transportation purposes. However, the City may designate the parcel as part of a Redevelopment Survey Area whether or not it is declared surplus property by Caltrans.

Comments

1. The Redevelopment Agency has entered into a *Disposition and Development Agreement* with Gap, Inc. regarding a proposal to build a Gap headquarters office building on approximately 57,000 square feet of land adjacent to this parcel. According to Mr. Thomas Conrad, Planning Director for the Redevelopment Agency, addition of the proposed parcel to the Redevelopment Survey Area, and later to the Redevelopment Project, would help create a parcel of land which would make the site more feasible and attractive for the Gap development. If the Redevelopment Project is amended to add the parcel, and the Gap decides that it wishes to acquire the parcel, the Redevelopment Agency would purchase the parcel from the City at fair market value, package it with the adjacent 57,000 square foot parcel, and convey the site, totaling approximately 98,000 square feet, to the Gap. The Gap would provide the Redevelopment Agency with the funds for this purchase. According to Mr. Conrad, the estimated fair market value of the 41,000 square foot parcel is approximately $10,000,000. These funds would then be available to the City for transportation-related uses, as described above.

2. According to Mr. Conrad, the estimated cost to amend the Redevelopment Plan, and its accompanying Environmental Impact Report (EIR), to include this parcel of land would be approximately $80,000 for the Redevelopment Plan, and $150,000 for the EIR, for a total of $230,000. Funding for these planning documents would be included in future Redevelopment Agency annual budgets, which are reviewed and approved by the Board of Supervisors. If the Gap plan as described above goes forward, the Gap would reimburse the

Agency for all out-of-pocket costs associated with developing the Amendment to the Redevelopment Plan. According to Mr. Conrad, the Redevelopment Agency would be able to fully recover the $230,000 cost for these planning documents from the Gap or another developer who purchases this site.

Recommendation: Approval of the proposed resolution is a policy matter for the Board of Supervisors.

Item 4 - File 10-95-1

Department: Chief Administrative Officer (CAO)

Item: Ordinance approving a temporary amendment to a revocable permit for the Farmers' Market at United Nations Plaza for the period March 1, 1995 through May 1, 1995.

Description: The Board of Supervisors previously approved a revocable permit for the Farmers' Market at the United Nations Plaza (File 10-93-4). A revocable permit is a permit which can be revoked by the City for reasonable cause. The Farmers' Market, which is currently operated by Heart of the City Farmers' Market, a nonprofit corporation, has operated at the United Nations Plaza since June of 1981. The permit area consists of the United Nations Plaza at Fulton and Leavenworth Streets. Under the terms of the permit. Heart of the City Farmers' Market pays the City a permit fee of $1.00 per year. Heart of the City Farmers' Market is also responsible for any costs associated with the operation of the Farmers' Market. A daily fee stall of $16 is charged by the Heart of the City Farmers' Market to each vendor of products offered for sale at the Farmers' Market. Such fees are used in the operation of the Farmers' Market and in the maintenance of the Plaza. The current permit, which can be revoked by the City for reasonable cause, has no stipulated time period.

The proposed ordinance would authorize a temporary amendment to the current revocable permit for the Farmers' Market at the United Nations Plaza having an expiration date of May 2, 1995. This temporary amendment provides for relocating the Farmers' Market a short distance within the Plaza (see Attachment), for the period March 1, 1995, to May 1, 1995, in order to accommodate planned construction work at the Plaza. The CAO advises that, with the exception of the change of location for the Farmers' Market for the period March 1, 1995 to May 1, 1995, the terms of the temporary amendment are the same as the current permit. At the completion of the construction work in the Plaza, the Farmers' Market would return to its current location and would again operate under the current revocable permit.

The CAO reports that the planned construction work will consist of the installation of a series of granite paving stones, streetlight bases and stone markers in United Nations Plaza in honor of the 50th Anniversary of the founding of the United Nations in San Francisco. The paving stones, streetlight bases and stone markers will be engraved with

quotations from the United Nations charter documents, notes on the founding of the United Nations in San Francisco and names of the member nations. The names of the project sponsors will also be engraved. All of the paving stones, streetlight bases and stone markers will replace existing facilities and will not change the layout of the Plaza. The installation of these improvements, which is estimated to cost approximately $350,000, is being donated to the City by the San Francisco Foundation, a nonprofit agency. The Board of Supervisors previously approved legislation authorizing the City's acceptance of this donation from the Foundation (File 38-94-13).

Comments:

1. The DPW previously reported that the installation of the paving stones, streetlight bases and stone markers will not increase the City's maintenance costs in the United Nations Plaza.

2. As noted above, under the terms of the current permit, the City is paid a permit fee of $1.00 a year by the Heart of the City Farmers' Market. This $1.00 fee represents the only fee that is paid to the City by Heart of the City Farmers' Market.

Recommendation: Approve the proposed ordinance.

MCALLISTER STREET
OFFI BUI
NEW LOCATION OF MARKET STALLS
CAO LOCATION
FEDERAL BUILDING
Fountain
EXHIBIT A
UNITED NATIONS PLAZA
OFFICE BUILDING
ORPHEUM THEATER
HYDE STREET
MARKET
6TH STREET
SITE PLAN

Memo to Housing and Land Use Committee
February 2, 1995 Special Housing and Land Use Committee Meeting

Item 5 - File 85-95-1

Item: Hearing to consider progress on the Central Freeway.

Description: This item is a hearing to consider what progress has been made on finding alternatives to retrofit of the Central Freeway.

In October of 1994, the Board of Supervisors approved a resolution taking action with regard to the Central Freeway. Resolution 909-94 (File 85-94-4) took the following steps:

• Accepted the recommendations of the Department of Parking and Traffic's Traffic Study on the Central Freeway as conducted by consultants Wilbur Smith Associates (WSA), showing that alternatives to a full retrofit of the Freeway can address local and regional transportation needs;

• Notified the California Department of Transportation (Caltrans) of the Board of Supervisors' wish that neither demolition nor retrofit of the Central Freeway be undertaken until an Alternatives Analysis Study could be completed;

• Endorsed interim traffic improvements to the area as recommended by the Department of Parking and Traffic;

• Requested that City staff make a status report to the Board on this issue in January of 1995, and, assuming that the City could proceed with the Alternatives Study, requested further that the Study be done and a final recommendation be made from the City to Caltrans on a preferred alternative plan for the Freeway by June 1, 1995 at the latest;

• Renamed and expanded the community task force working on this issue in anticipation of the need for greater community participation in the Alternatives Study process.

Caltrans notified the City in a January 17, 1995 letter that up to $400,000 in Federal Emergency Relief funds will be made available for the City's Alternatives Analysis Study on the Central Freeway. Because approval of these funds by Caltrans was delayed, Caltrans has also stated that the City and Caltrans should agree on a new date for completion of the Study and selection of a preferred alternative by the City. Caltrans has suggested a new completion date of August 1, 1995, however, Caltrans considers it urgent that the Freeway be protected from another seismic event, and requests that the City expedite the Study. Caltrans has also stated that they will examine interim measures for the existing Freeway structure while the Alternatives Study is being conducted.

The Department of Parking and Traffic's Traffic Study on the Central Freeway, which was conducted by consultants Wilbur Smith Associates (WSA), and which was accepted by the Board of Supervisors, noted the following possible alternatives for routing traffic in and around the Central Freeway:

A) Retrofit - This alternative would retrofit the existing double deck structure, representing the status quo. The alternative would cost between $45 to $50 million, and would take an estimated two to five years.

B) Modified Retrofit - This alternative would eliminate the traffic conflict at Laguna and Fell Streets by diverting Gough Street on-ramp traffic via Oak Street. This alternative would cost between $50 to $65 million, and would take an estimated three to five years.

C) Mission Terminus - This alternative would provide an interim construction period and possible long range concept that terminates the Central Freeway at Mission Street. This alternative would cost between $10 to $15 million, and would take an estimated four years.

D) Single Deck/Haight Street bridge - This alternative would provide for a low single-deck crossing of Market Street with an underpass below Haight Street and terminating at Oak Street. This alternative would cost between $70 to $90 million, and would take an estimated six to ten years.

E) Single Deck/Haight Street Closure - This alternative would provide for a variation of the above single-deck crossing Market Street concept that closes Haight Street and would have the off-ramp travel north on Octavia Street to Page Street, instead of having the ramp traverse under Haight Street. This alternative would cost between $55 and $70 million, and would take an estimated five to eight years.

F) 12th Street Exit - This alternative would provide for a south of Market Street, Mission Street terminus concept that directly routes some Highway 101 exit traffic via a new Twelfth Street exit to South Van Ness Avenue. This alternative would cost between $60 to $65 million, and would take between 7 to 12 years.

A table prepared by WSA showing the traffic impacts and other factors resulting from each of the above alternatives is attached.

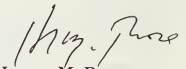
Comments:

1. According to Mr. Jerry Robbins of the Department of Parking and Traffic, approximately $29 million in Federal Emergency Relief funds remains available for the Central Freeway. With this amount of funding, the only proposed alternative available from those identified in the WSA report would be the Mission Terminus project (Alternative C), with an estimated cost of between $10 and $15 million. All other alternatives identified by WSA cost in excess of $29 million.

2. According to Mr. Robbins, additional funding for the Central Freeway has not yet been identified. Mr. Robbins reports that over the next four years, during which time construction on this project would be planned to occur, other State and Federal funding will probably be identified which could be used for Central Freeway work. Such other sources of funding, however, have not been identified at this time.

3. It should be noted that Federal Emergency Relief funds for the Central Freeway have some restrictions. The alternative selected must provide traffic service comparable to the pre-earthquake service. Consultants' proposals for the Alternatives Study, and progress reports, must be submitted to Caltrans for approval, and Caltrans will forward such reports to the Federal Highway Administration for their review.

4. According to Mr. Robbins, the City's original request to Caltrans for funding for the Alternatives Study totaled approximately $528,000. As previously noted, Caltrans has notified the City that it will be awarded up to $400,000 for this study. These monies are earmarked for consultant services. The $128,000 difference that has not been funded represents DPT's estimate of the costs for DPT, Planning Department and Real Estate Department staff to participate in the Study. DPT is currently seeking to identify a source of funding for this purpose.



Harvey M. Rose

cc: Supervisor Migden
Supervisor Bierman
Supervisor Teng
President Shelley
Supervisor Alioto
Supervisor Ammiano
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
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Ted Lakey

Table A
COMPARISON OF ALTERNATIVES EVALUATION MATRIX
San Francisco Central Freeway Areawide Traffic Study

Criteria	A Retrofit	B Modified Retrofit	C Mission Terminus	D Single Deck Haight St. Bridge	E Single Deck Haight St. Closure	F 12th Street Exit
Visual Impacts	status quo	very minor	3,000 feet of structure removed	• Octavia Blvd. • Lower single deck crossing Market Street	• Octavia Blvd. • Lower Structure • Single deck crossing Market Street	• 3,000 ft structure/barrier removed-Octavia • new 12th Street ramp • intersection grade separations
New Right-of-Way	none	none	none	possible	possible	1.2 acres [1]
Developable Land	none	none	8.8 acres	3.1 acres	2.6 acres	8.8 acres
Neighborhood Impacts:						
North of Market	status quo	one block Oak St.	barrier removal	Octavia traffic	Octavia traffic	barrier removal
South of Market	status quo	status quo	traffic increase	status quo	status quo	12th Street traffic
Market Street	status quo	status quo	congestion	lower-wider barrier	lower-wider barrier	congestion
MUNI Impact	none	minor (16X)	13 MUNI routes & SamTrans	Haight buses	Haight buses	13 MUNI routes & SamTrans
Traffic Congestion (Level of Service)	7E and 1F[3]	6E and 1F[3]	6E and 10F[3]	6E and 2F[3]	6E and 2F[3]	6E and 8F[3]
At-Grade Traffic Cross Market (Pk Hr)	10,600 cars	10,600 cars	19,100 cars	9,500 cars	9,500 cars	19,100 cars
Stacking Capacity[2]	950 cars	960 cars	640 cars	960 cars	960 cars	720 cars
Construction Impacts	moderate	minor	minor	4 years	3 years	5 years
Staging	simple	simple	none	interim terminus	interim terminus	2-3 years for intersections
Estimated Completion Date	2-5 years	3-5 years	4 years	6-10 years	5-8 years	7-12 years
Construction Cost (millions):						
Freeway	$45-50	$50-65	$10-15	$70-90	$55-70	$30-35
Complementary Projects	–	–	$1	$1	$1	$30[4]
Total Cost	$45-50	$50-65	$10-15	$70-90	$55-70	$60-65

[1] Brady Street and south end of 12th Street.
[2] Average of northbound and southbound.
[3] See Figure 2-9 for definitions - LOS E represents maximum capacity and LOS F represents over capacity.
[4] Grade separations at Mission Street intersections with South Van Ness Avenue and with 13th Street. Other alternatives would benefit from these projects but they are probably only required for alternative F.

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Attachment

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ACTIONS TAKEN

REGULAR MEETING OF
HOUSING AND LAND USE COMMITTEE
BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO

THURSDAY, FEBRUARY 2, 1995 – 10:00 A.M. ROOM 228, CITY HALL

PRESENT: SUPERVISORS MIGDEN, BIERMAN, TENG

CLERK: GAIL JOHNSON

CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

   (a) File 20–94–17. [Traffic Regulations, Various Location, Establish] Hearing to consider the establishment of traffic regulations, various locations. (DPT Order No. 717) (Department of Parking and Traffic)

   No Turn on Red – Establish
   Twenty–Third Street, eastbound, at Potrero Avenue.
   Twenty–Third Street, westbound, at Potrero Avenue.
   Hyde Street, southbound, at Turk Street.
   Turk Street, westbound, at Hyde Street.

   Right Lane Must Turn Right – Establish
   Spear Street, southbound, at Harrison Street.

   (b) File 18–95–1. [Stop Signs, Various Locations] Hearing to consider establishment of stop signs, various locations. (DPT Order No. 753) (Department of Parking and Traffic)

   Stop Signs – Establish
   Forty–Fifth Avenue and Wawona Street, northwest and southeast corners, stopping Forty–Fifth Avenue traffic (makes this an all–way stop);

   Barneveld Avenue and Shafter Avenue, southeast corner, stopping Shafter Avenue traffic (makes this a two–way stop);

   Cerritos Avenue, Lunado Way and Mercedes Way, northeast and southeast corners, stopping northbound Lunado Way and westbound Mercedes Way traffic (presently uncontrolled);

   Pacheco Street and Castenada Avenue, northwest corner, stopping southbound Pacheco Street traffic (makes this an all–way stop).

(c) File 18-95-2. [Stop Signs] Hearing to consider establishment of stop signs at Felton and Gambier Streets, northeast and southwest corners, stopping Felton Street traffic (makes this an all-way stop). (DPT Order 736) (Department of Parking and Traffic)

(d) File 19-95-1. [Parking Regulations, Various Locations] Hearing to consider establishment and revocation of parking regulations, various locations. (DPT Order No. 753) (Department of Parking and Traffic)

No Parking Anytime - Establish

Taraval Street, south side, 70 feet westerly from Forest Side Avenue (70-foot zone).

No Parking Anytime - Rescind

Ice House Alley, west side, 68 feet northerly from Green Street (68-foot zone).

No Parking, 6 a.m. - 1 p.m., Monday Through Friday, Except Vehicles with Vanpool Permits - Rescind
No Parking, 6 a.m. - 9 a.m., Monday Through Friday, Except Vehicles with Vanpool Permits - Establish

Folsom Street, both sides, between First and Spear Streets;

Folsom Street, north side, between Spear and Steuart Streets.

Parking Meter Area No. 3 (One-Hour Parking Time Limit, Monday Through Saturday, 9 a.m. - 6 p.m.) - Establish

Ninth Street, both sides, between Bryant and Harrison Streets;

Main Street, both sides, between Folsom and Harrison Streets.

Unmetered Motorcycle Parking - Establish

Octavia Street, east side, from 5 feet to 26 feet south of Haight Street (21-foot zone, accommodating six motorcycles).

(e) File 20–95–1. [Traffic Regulations, Various Locations] Hearing to consider establishment and revocation of traffic regulations, various locations. (DPT Order No. 753) (Department of Parking and Traffic)

No Left Turn, 7:30 a.m. – 8:30 a.m. and 2:00 p.m. – 3:00 p.m., Monday Through Friday – Establish

Twenty–Fourth Street, westbound, at Fair Oaks Street.

No Right Turn, 7:30 a.m. – 8:30 a.m. and 2:00 p.m. – 3:00 p.m., Monday Through Friday – Establish

Twenty–Fourth Street, eastbound, at Fair Oaks Street.

Right Lane Must Turn Right – Establish

Main Street, southbound, at Harrison Street.

One–Way Street – Rescind

Main Street, northbound, between Folsom and Harrison Streets.

(f) File 40–95–1. [Residential Parking Area "I", Bartlett Street] Resolution amending the boundaries of Residential Permit Parking Area "I" in the Bartlett Street area to include Lot 54 of Block 3596 (on Eighteenth Street, between Mission and Valencia Streets). (Department of Parking and Traffic)

(g) File 40–95–2. [Residential Parking Area "S", Duboce Triangle] Resolution extending the boundaries of Residential Permit Parking Area "S" in the Duboce Triangle Area and adding Sanchez Street, between Nineteenth and Twentieth Streets, both sides, to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

(h) File 40–95–3. [Residential Parking Area "I", Bartlett Street] Resolution extending the boundaries of Residential Permit Parking Area "I" in the Bartlett Street Area and adding Capp Street, between Twenty–Fourth and Twenty–Fifth Streets, both sides, to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

ACTION: Items (a), (d) and (g) removed from the Consent Calendar. Remainder of Consent Calendar recommended.

a. File 20–94–17. Hearing held. Department of Parking and Traffic recommendations recommended. Combined with File 20–95–1.

b. File 18–95–1. Department of Parking and Traffic recommendations recommended. Combined with File 18–95–2.

c. File 18-95-2. Department of Parking and Traffic recommendation recommended. File 18-95-1 combined herewith. Resolution prepared in and reported out of Committee entitled: "[Stop Intersections] Designating certain intersections as 'stop' intersections." Recommended.

d. File 19-95-1. Hearing held. Question divided. Question on parking regulation on Ice House Alley severed and considered separately under File 19-95-1.1. Remainder of Department of Parking and Traffic recommendations recommended. Resolution prepared in and reported out of Committee entitled: "[Parking Regulations] Enacting and rescinding parking regulations at various locations." Recommended.

File 19-95-1.1. Question of "Considering revocation of 'no parking anytime' regulation on Ice House Alley" severed from File 19-95-1. Consideration continued to March 2, 1995, meeting.

e. File 20-95-1. Department of Parking and Traffic recommendations recommended. File 20-94-17 combined herewith. Resolution prepared in and reported out of Committee entitled: "[Traffic Regulations] Enacting and rescinding traffic regulations on various streets". Recommended.

f. File 40-95-1. Recommended.

g. File 40-95-2. Hearing held. Consideration continued to March 2, 1995, meeting.

h. File 40-95-3. Recommended.

REGULAR CALENDAR

2. File 171-94-5. [101 Freeway Overpass, 25th and Vermont Streets] Resolution requesting CALTRANS to close the 101 Freeway overpass at 25th Street and Vermont Street for a two-month trial period; requesting that the overpass be secured during the trial period; requesting that City departments report to the Board of Supervisors the results of the trial period and recommend whether to continue to close the overpass; and requesting that the overpass not be reopened until the Board has had the opportunity to advise CALTRANS of the City's recommendations. (DPT Order No. 740) (Department of Parking and Traffic)

ACTION: Hearing held. Recommended.

3. File 151-95-1. [Rincon-South Beach Redevelopment Project Plan] Resolution amending Resolution Nos. 141-77 and 607-91, designating and describing the Northeastern Waterfront Survey Area by adding real property to said survey area. (Redevelopment Agency)

   ACTION: Hearing held. Recommended.

4. File 10-95-1. [Permit, United Nations Plaza Farmers' Market] Ordinance approving a temporary revocable permit for a farmers' market at United Nations Plaza for the period of March 1, 1995 through May 1, 1995 (to relocate their location on a temporary basis during construction work at United Nations Plaza). (Supervisor Shelley)

   ACTION: Hearing held. Recommended.

5. File 85-95-1. [Central Freeway Status Report] Hearing to consider progress toward finding alternatives to retrofit of the Central Freeway. (Supervisor Bierman)

   ACTION: Hearing held. Consideration continued to March 2, 1995, meeting.

S90.46
#1
3/9/95

CALENDAR

ALL COMMITTEES OF THE BOARD OF SUPERVISORS WILL RELOCATE TO 401 VAN NESS AVENUE ROOM 410 EFFECTIVE FEBRUARY 21, 1995

HOUSING & LAND USE COMMITTEE
BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO

RESCHEDULED MEETING

THURSDAY, MARCH 9, 1995, 10:00 A.M. ROOM 410, WAR MEMORIAL BUILDING

MEMBERS: Supervisors Carole Migden, Sue Bierman, Mabel Teng

CLERK: Mary Red

* * * * * * * * * * * * * * *

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CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

   (a) File 18–95–3. [Stop Signs] Hearing to consider establishment of stop signs at Trumbull Street, Stoneybrook Avenue and Cambridge Street, southwest corner, stopping eastbound Trumbull Street traffic (makes this a three–way stop). (DPT Order 765) (Department of Parking and Traffic)

   (b) File 18–95–4. [Stop Signs, Various Locations] Hearing to consider establishment of stop signs at various locations. (DPT Order No. 766) (Department of Parking and Traffic)

   Stop Signs – Establish
   Forty–Sixth Avenue and Rivera Street, northwest and southeast corners, stopping Forty–Sixth Avenue traffic (makes this an all–way stop);
   Portola Drive Frontage Road and Glenview Drive, northeast and southwest corners, stopping Portola Drive Frontage Road traffic (presently uncontrolled);
   Southern Heights Avenue and De Haro Street, northeast and southwest corners, stopping Southern Heights Avenue traffic (makes this an all–way stop);
   Sutter and Pierce Streets, northeast and southwest corners, stopping Sutter Street traffic (makes this an all–way stop).

   (c) File 40–95–5. [Residential Parking Area "U", South of Market] Resolution extending boundaries of Residential Permit Parking Area "U" in the South of Market Area and adding Gilbert Street, between Bryant and Brannan Streets, west side, to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

   ACTION:

REGULAR CALENDAR

2. File 40–95–4. [Residential Parking Area "A"] Resolution amending a certain portion of Residential Permit Parking Area "A" (in the Telegraph Hill–North Beach–Russian Hill Area) to temporarily designate the area of Lombard Street, south side, from the west property line to Hyde Street to 200 feet westerly, as Permit Parking Area "AA". (Department of Parking and Traffic)

   ACTION:

3. File 19–95–1.1. [Parking Regulations, Ice House Alley] Hearing to consider the revocation of "No Parking Anytime" regulation on Ice House Alley, west side, 68 feet northerly from Green Street (68–foot zone). (DPT Order No. 753) (Department of Parking and Traffic)
   (Continued from 2/2/95)

   ACTION:

4. File 40–95–2. [Residential Parking Area "S", Duboce Triangle] Resolution extending the boundaries of Residential Permit Parking Area "S" in the Duboce Triangle Area and adding Sanchez Street, between Nineteenth and Twentieth Streets, both sides, to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)
(Continued from 2/2/95)

ACTION:

5. File 85–95–1. [Central Freeway Status Report] Hearing to consider progress toward finding alternatives to retrofit of the Central Freeway. (Supervisors Migden, Bierman) (Continued from 2/2/95)

ACTION:

6. File 124–94–16. [Residential Parking Permit for Businesses] Ordinance amending Traffic Code by amending Section 308 to require a business to present proof of a valid business tax registration certificate and payment of a business tax before being issued a residential parking permit. (Supervisors Kaufman, Leal)
(Continued from 1/5/95)

ACTION:

7. File 200–94–5. [Code Enforcement Task Force Report] Hearing to consider the Code Enforcement Task Force's Report and recommendations. (Supervisor Kaufman)

ACTION:

8. File 114–94–8. [Code Enforcement Procedures, Unsafe Buildings] Ordinance amending the Building Code by amending Section 203 to eliminate mandatory administrative hearings by the Director of Public Works; to offer property owners the option of an appeal to the Abatement Appeals Board upon a finding of unsafe conditions by the Superintendent; to provide specific timelines which govern the Administrative Code enforcement process; and to require that persons who make complaints to the Superintendent of the Bureau of Building Inspection may elect to be apprised of the progress of abatement of the complaint. (Supervisor Kaufman)

ACTION:

9. File 124–94–15. [Voluntary Bicycle Registration] Ordinance amending Traffic Code by adding Article 5A, Sections 109 through 109.4 to authorize the Police Department to administer a Voluntary Bicycle Registration Program and to collect an administrative fee of five dollars ($5.00) for bicycle registration, to establish the Bicycle Registration Fund, and to require reporting of expenditures from the fund. (Police Commission)

ACTION:

10. File 109–95–1. [Rent, Domestic partners, Move in Eviction] Ordinance amending Administrative Code Section 37.9 to permit domestic partnership to be a basis for owner move in evictions. (Supervisors Migden, Alioto)

ACTION:

11. File 109-95-2. [Repeal Owner-Occupied Four Units or Less Exemption] Ordinance amending Administrative Code by amending Section 37.12 by adding Section 37.12(c), providing for notice to landlords and tenants of the repeal of the exemption from rent regulation for owner-occupied buildings containing four units or less. (Supervisor Migden)

ACTION:

12. File 24-95-1. [Appeal, Minor Sidewalk Encroachment, 100 Ulloa Street] Communication received from Kathryn S. Wunsch, indicating appellant Bren Norris, sent via messenger to the President of the Board of Supervisors a letter dated December 21, 1994 (which is within the 10-day filing period) appealing the denial of a minor encroachment by the Director of Public Works for an existing fence at 100 Ulloa Street.

ACTION:

13. File 73-95-1. [Embarcadero-Lower Market Redevelopment Project] Resolution urging the Redevelopment Agency of the City and County of San Francisco to take steps necessary to amend the Embarcadero - Lower Market (Golden Gateway) Redevelopment Project Plan to (1) expand the project area boundaries to include properties formerly occupied by the Embarcadero Freeway System and (2) expand the activities of the Redevelopment Project to facilitate the development of Block 203 and portions of Block 202 and improvement of the Mid-Embarcadero open space and in a timely fashion. (Chief Administrative Officer)

ACTION:

BOARD OF SUPERVISORS
HOUSING & LAND USE COMMITTEE
ROOM 410, WAR MEMORIAL BUILDING
SAN FRANCISCO, CA. 94102

Special Hearing Notice

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CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET ANALYST

1390 Market Street, Suite 1025, San Francisco, CA 94102 (415)554-7642

March 7, 1995

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TO: Housing and Land Use Committee

FROM: Budget Analyst

SUBJECT: March 9, 1995 Housing and Land Use Committee Meeting

Item 5 - File 85-95-1

Note: This item was continued by the Housing and Land Use Committee at its meeting of February 2, 1995.

Item: Hearing to consider progress on the Central Freeway.

Description: This item is a hearing to consider what progress has been made on finding alternatives to retrofit of the Central Freeway.

The Central Freeway was badly damaged in the October 1989 Loma Prieta earthquake, necessitating closure and removal of part of the elevated freeway structure, shoring up of the remainder, and restoration of traffic service and safety in the area through retrofit and/or new construction of the freeway. The Federal Highway Administration (FHWA) has designated up to $40 million in Federal Emergency Relief Funds (ER Funds) for these purposes. These funds are administered by the State Department of Transportation (Caltrans).

Federal Emergency Relief Funds Expended on the Central Freeway

To date, approximately $11 million of the $40 million in ER Funds for the Central Freeway has been expended or committed, leaving $29 million available. A memo from Mr. Ernie Satow of Caltrans describing the use of these funds is included as Attachment I. According to Caltrans, these funds have been expended as follows:

• **$245,000** Repairs and repavement of the roadway, curbs and sidewalks, and modified signage to accommodate closure and removal of access ramps, including signs directing traffic heading for the Golden Gate Bridge to use the Mission/Van Ness off ramp.

• **$4,428,409** Demolition and removal of the damaged freeway sections and ramps between Fell Street and Franklin Street.

• **$150,001** Initial study by Wilbur Smith Associates (WSA), under contract to the City's Department of Parking and Traffic (DPT), completed in August of 1994, regarding traffic circulation in the Central Freeway corridor and alternatives to retrofitting the existing freeway (see Alternatives to Retrofit of the Central Freeway below). This study included a series of community meetings, and analysis of public testimony.

• **$400,000** Alternatives Analysis study by WSA, under contract to the City's DPT, to determine which alternative to retrofit of the existing freeway is preferred by the City. This study is estimated to begin by mid March and is to be completed in six months.

• **$5,776,590** Emergency retrofit of existing Central Freeway structure immediately following the Loma Prieta earthquake. This item is not shown in Mr. Satow's memo of 2/27/95, but was reported to the Budget Analyst. In addition, Mr. Satow reports that some portion of this amount may not be charged against ER Funds. Caltrans is currently working with the Federal Highway Administration to resolve this issue.

Other State and Federal Funds Expended on the Central Freeway

• **$3,500,000** Engineering study and design by Tudor Engineering, under contract to Caltrans, for retrofit of the existing freeway. According to Mr. Satow, this study was funded from State and Federal funds other than the ER Funds. According to Mr. Satow, while Caltrans has now decided against retrofitting the existing freeway, this study was necessary at the time it was conducted, and assisted Caltrans in determining the viability of the existing freeway structure. In addition, Mr. Satow notes that the study took place in 1993, prior to the Board of Supervisors October 1994 approval of a resolution requesting that Caltrans not retrofit the existing structure.

City Funds and Other Funds Expended on the Central Freeway

In addition to the above Federal ER funds, the Department of Parking and Traffic has spent approximately $330,000 in City funds related to the Central Freeway, including $300,000 in City Sales Tax (Proposition B) funds administered by the San Francisco County Transportation Authority on traffic signals on Oak and Fell Streets and "logo" signs on Van Ness Avenue, and approximately $30,000 in State-allotted Gasoline Tax funds granted to the DPT budget for signals, signage, and parking changes on Gough, Fell, Oak, Van Ness, Mission, Franklin, Webster, Grove, Scott, and Turk Streets in order to improve traffic circulation in the area. Finally, the Bay Area Air Quality Management District (BAAQMD) granted $50,000 to the DPT for partial funding of the WSA study on traffic circulation and alternatives to retrofitting the freeway. These expenditures, totaling $380,000 (including the BAAQMD grant), are referenced in a memo from the DPT, included as Attachment II.

Current Status of the Central Freeway

In October of 1994, the Board of Supervisors approved a resolution taking action with regard to the Central Freeway. Resolution 909-94 (File 85-94-4) took the following steps:

- Accepted the recommendations of the study conducted by WSA showing that alternatives to a full retrofit of the Freeway can address local and regional transportation needs;

- Notified Caltrans of the Board of Supervisors' wish that neither demolition nor retrofit of the Central Freeway be undertaken until a further Alternatives Analysis Study could be completed;

- Assuming that the City could proceed with the Alternatives Analysis Study, requested that a final recommendation be available to be made from the City to Caltrans on a preferred alternative plan for the Freeway by June 1, 1995 at the latest;

- Renamed and expanded the community task force working on this issue in anticipation of the need for greater community participation in the Alternatives Analysis Study process.

Federal ER Funds in the amount of $400,000 for the Alternatives Analysis Study were approved on January 17, 1995. Because approval of these funds by Caltrans was delayed, Caltrans has also stated that the City and Caltrans should agree on a new date for completion of the Study and selection of a preferred alternative by the City. Caltrans has suggested a new completion date of August 1, 1995, however, Caltrans considers it urgent that the Freeway be

protected from another seismic event, and has requested that the City expedite the Study. Caltrans has also stated that they will examine interim measures for the existing Freeway structure while the Alternatives Analysis Study is being conducted.

Alternatives to Retrofit of the Central Freeway

The Department of Parking and Traffic's Traffic Study on the Central Freeway, which was conducted by consultants Wilbur Smith Associates (WSA), and accepted by the Board of Supervisors, outlined the following possible alternatives for routing traffic in and around the Central Freeway:

A) Retrofit - This alternative would retrofit the existing double deck structure, representing the status quo. The alternative would cost between $45 to $50 million, and would take an estimated two to five years.

B) Modified Retrofit - This alternative would eliminate the traffic conflict at Laguna and Fell Streets by diverting Gough Street on-ramp traffic via Oak Street. This alternative would cost between $50 to $65 million, and would take an estimated three to five years.

C) Mission Terminus - This alternative would provide an interim construction period and possible long range concept that terminates the Central Freeway at Mission Street. This alternative would cost between $10 to $15 million, and would take an estimated four years.

D) Single Deck/Haight Street bridge - This alternative would provide for a low single-deck crossing of Market Street with an underpass below Haight Street and terminating at Oak Street. This alternative would cost between $70 to $90 million, and would take an estimated six to ten years.

E) Single Deck/Haight Street Closure - This alternative would provide for a variation of the above single-deck crossing Market Street concept that closes Haight Street and would have the off-ramp travel north on Octavia Street to Page Street, instead of having the ramp traverse under Haight Street. This alternative would cost between $55 and $70 million, and would take an estimated five to eight years.

F) 12th Street Exit - This alternative would provide for a south of Market Street, Mission Street terminus concept that directly routes some Highway 101 exit traffic via a new Twelfth Street exit to South Van Ness Avenue. This alternative would cost between $60 to $65 million, and would take between 7 to 12 years.

A table prepared by WSA showing the traffic impacts and other factors resulting from each of the above alternatives is included as Attachment III.

Comments: 1. As noted above, approximately $29 million in Federal Emergency Relief funds remains available for the Central Freeway. With this amount of funding, the only proposed alternative available from those identified in the WSA report would be the Mission Terminus project (Alternative C), with an estimated cost of between $10 and $15 million. All other alternatives currently identified by WSA are estimated to cost in excess of $29 million.

2. According to Mr. Jerry Robbins of the Department of Parking and Traffic, additional funding for the Central Freeway has not yet been identified. However, Mr. Robbins reports that over the next four years, during which time design and construction on this project would be planned to occur, other State and Federal funding may be identified which could be used for Central Freeway work. Such additional funding would make other, more costly alternatives to retrofit of the Central Freeway possible.

3. Ms. Carmen Clark, Director of Plans and Programs of the San Francisco County Transportation Authority, reports that while the Central Freeway Project would be eligible for funding from other State and Federal sources, the State is already unable to fully fund transportation construction projects that were prioritized for State funding 10 or more years ago, and that Federal funding of numerous freeway projects statewide is also in doubt. Given these factors, Ms. Clark reports that, in her opinion, it is unlikely that other State and Federal funds would in fact be available for the Central Freeway within the next 5 to 7 years, unless new funding initiatives were approved.

4. In the professional judgement of the Budget Analyst, the lack of assured funding for the Central Freeway, other than the already-designated $40 million in ER Funds, makes it essential that steps be taken to control the cost of choosing, designing, and building a new Central Freeway option. It cannot be assumed that any other funds will be available for this project over the next 5-7 years.

5. As noted above, $3,500,000 in State and Federal funds from sources other than the ER Funds was spent by Caltrans on a design study by Tudor Engineering for retrofit of the existing Central Freeway. According to Mr. Satow, while Caltrans has now decided against retrofitting the existing freeway, this study was necessary at the time it was conducted, and assisted Caltrans in determining the viability of the existing freeway structure. In addition, Mr. Satow notes that the study took place in 1993, prior to the Board of

Supervisors October 1994 approval of a resolution requesting that Caltrans not retrofit the existing structure.

6. It should be noted that Federal Emergency Relief funds for the Central Freeway have certain restrictions. The alternative selected must provide traffic service comparable to the pre-earthquake service. Progress reports for the Alternatives Analysis Study must be submitted to Caltrans for approval, and Caltrans will forward such reports to the Federal Highway Administration for their review.

7. According to Mr. Robbins, the City's original request to Caltrans for funding for the Alternatives Analysis Study totaled approximately $528,000. As previously noted, Caltrans has notified the City that $400,000 will be provided for this study. These monies are earmarked for consultant services. The $128,000 difference that has not been funded represents DPT's estimate of the costs for DPT staff, Planning Department staff, and Real Estate Department staff to participate in the Study. DPT and the Planning Department are currently seeking to identify a source of funding for this purpose.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY PETE WILSON, Governor

DEPARTMENT OF TRANSPORTATION
BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
TDD (510) 286-4454

February 27, 1995

Ms. Peg Stevenson
Budget Analysts Office
City and County of San Francisco
1390 Market Street, Suite 1025
San Francisco, CA 94012

Dear Ms. Stevenson:

This is in regard to your inquiry on the level of expenditures, to date, on the Central Freeway project.

As you are aware, the Emergency Relief (ER) funds allocated by the Federal Highway Administration (FHWA) is $40 million. Since the time of the allocation, certain items of work have been or will be accomplished that have obligated a portion of the ER funds. These items include:

*	Repair street pavement, modify signals, curb/sidewalk	$ 245,000
*	Demolition of double deck portion from Fell Street to Franklin Street	$4,428,409
*	Initial study by City	$ 150,501
*	Alternatives study by City	$ 400,000
	Total	$5,223,910

One significant item of work not included in the total is the design effort for seismic retrofit of the double deck structure. It is not clear at this time whether this expenditure is being counted against the ER funds. This effort was initiated after the earthquake as the strategy to provide seismic stability to the double deck structure and was done prior to the City's resolution requesting the double deck structure not be retrofitted. As soon as this information is available, it will be forwarded to your office.

Please call me at (510) 286-5907 if you have any questions or would like to discuss further.

Sincerely,

JOE BROWNE
District Director

by

ERNIE SATOW
District Division Chief
Office of Design West

cc: Stuart Sunshine
Office of Mayor of San Francisco

MEMORANDUM

TO: Harvey Rose, Budget Analyst

FROM: Jerry Robbins

THROUGH: Bond Yee, City Traffic Engineer

DATE: February 24, 1995

SUBJECT: Central Freeway Improvements and Costs

The Department of Parking and Traffic (DPT) has taken a number of actions to mitigate traffic problems caused by the closure of part of the Central Freeway after the 1989 Loma Prieta earthquake. This memorandum briefly describes these measures and identifies their costs and the source of the funds used to implement them.

Projects Funded by DPT

The Department of Parking and Traffic has implemented the following traffic measures in the Central Freeway corridor using Transportation Sales Tax funds administered by the San Francisco County Transportation Authority. Approximate costs are shown in parentheses.

1. New traffic signal controllers and signal timing improvements on Oak and Fell Streets ($200,000); and

2. Placement of "logo" signs leading to Fisherman's Wharf, North Beach and Chinatown on Van Ness Avenue ($100,000).

DPT has implemented a wide variety of small-scale traffic improvements in the Central Freeway corridor in response to changing traffic patterns. The costs for these projects were absorbed through the department's operating budget, which is derived from local gasoline tax funds. The costs of these projects are range from $500 to $2,000 each.* These projects include:

1. Signage, striping and parking changes on Gough Street needed to route traffic on to westbound Fell Street to reach the Oak Street on-ramp to the Central Freeway;

2. Improved signage to freeway on-ramps;

3. Implementation of protected left turn signals at various Van Ness Avenue intersections;

3. Adjustments to traffic signal phasing at the intersections of South Van Ness Avenue and Mission Street;

* These amounts, totaling to $30,000, are referenced on Page 3 of the Budget Analyst's report.

Mr. Harvey Rose
February 24, 1995
Page Two

4. Revised tow-away parking restrictions on Franklin and Gough Streets;

5. Intersection channelization improvements at Webster and Grove Streets;

6. Installation of left turn pockets on Webster and Scott Streets at Oak Street; and

7. Removal of 4-6 PM tow-away restriction on Turk Street between Mason and Polk Streets.

Projects Funded by Caltrans

1. Caltrans provided $150,000* for the Central Freeway Areawide Traffic Study, a consultant study of transportation alternatives in the Central Freeway corridor. The remaining $50,000** of the consultant's fee was a grant from the Bay Area Air Quality Management District through the San Francisco County Transportation Authority. DPT staff time in administering this study was paid through the department's budgeted gas tax funds.

2. At the city's request, Caltrans revised the signage on the westbound Central Freeway in order to direct Golden Gate Bridge traffic to use the Mission Street off-ramp instead of the Oak-Fell off-ramps.

I hope this information is helpful. If you have any questions, please call me at 554-2343.

JR/stephans

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* This amount is referenced on Page 2 of the Budget Analyst's report.

** This amount is referenced on Page 3 of the Budget Analyst's report

Table A
COMPARISON OF ALTERNATIVES EVALUATION MATRIX
San Francisco Central Freeway Areawide Traffic Study

Criteria	A Retrofit	B Modified Retrofit	C Mission Terminus	D Single Deck Haight St. Bridge	E Single Deck Haight St. Closure	F 12th Street Exit
Visual Impacts	status quo	very minor	3,000 feet of structure removed	• Octavia Blvd. • Lower single deck crossing Market Street	• Octavia Blvd. • Lower Structure • Single deck crossing Market Street	• 3,000 ft structure/barrier removed-Octavia • new 12th Street ramp • Intersection grade separations
New Right-of-Way	none	none	none	possible	possible	1.2 acres [1]
Developable Land	none	none	8.8 acres	3.1 acres	2.8 acres	8.8 acres
Neighborhood Impacts:						
North of Market	status quo	one block Oak St.	barrier removal	Octavia traffic	Octavia traffic	barrier removal
South of Market	status quo	status quo	traffic increase	status quo	status quo	12th Street traffic
Market Street	status quo	status quo	congestion	lower-wider barrier	lower-wider barrier	congestion
MUNI Impact	none	minor (16X)	13 MUNI routes & SamTrans	Haight buses	Haight buses	13 MUNI routes & SamTrans
Traffic Congestion (Level of Service)	7E and 1F[3]	6E and 1F[3]	6E and 10F[3]	6E and 2F[3]	6E and 2F[3]	8E and 8F[3]
At-Grade Traffic Cross Market (Px Hr)	10,800 cars	10,800 cars	19,100 cars	9,500 cars	9,500 cars	19,100 cars
Stacking Capacity[2]	960 cars	960 cars	640 cars	960 cars	960 cars	720 cars
Construction Impacts	moderate	minor	minor	4 years	3 years	5 years
Staging	simple	simple	none	interim terminus	interim terminus	2-3 years for intersections
Estimated Completion Date	2-5 years	3-5 years	4 years	6-10 years	5-8 years	7-12 years
Construction Cost (millions):						
Freeway	$45-50	$50-65	$10-15	$70-90	$55-70	$30-35
Complementary Projects	–	–	$1	$1	$1	$30[4]
Total Cost	$45-50	$50-65	$10-15	$70-90	$55-70	$60-65

[1] Brady Street and south end of 12th Street.
[2] Average of northbound and southbound.
[3] See Figure 2-9 for definitions - LOS E represents maximum capacity and LOS F represents over capacity.
[4] Grade separations at Mission Street intersections with South Van Ness Avenue and with 13th Street. Other alternatives would benefit from these projects but they are probably only required for alternative F.

Item 6 - File 124-94-16

Department: Tax Collector
Department of Parking and Traffic

Item: Ordinance amending Part II, Chapter XI of the San Francisco Municipal Code (Traffic Code) by amending Section 308 of Article 15 thereof to require a business to present proof of a valid Business Tax Registration Certificate and payment of a business tax before being issued a residential parking permit.

Description: The proposed ordinance would require that the Department of Parking and Traffic issue a residential parking permit only if the applicant presents proof of a valid Business Tax Registration Certificate and has no outstanding business tax liability.

Section 1003 of the Municipal Code requires that businesses doing business in San Francisco must register with the Tax Collector and pay a Business Registration Fee of $25 to $500. (The amount of the fee depends on a business's gross receipts.) Businesses located in residential permit parking areas are permitted to obtain one residential parking permit, after providing proof to the Department of Parking and Traffic that the business is located in the residential permit parking area.

This proposed ordinance would serve as a means to enforce the business registration requirement by withholding a residential parking permit for businesses out of compliance. A similar ordinance, which took effect January 1, 1994, mandates that businesses show proof of Registration in order to record a Fictitious Business Name Statement with the Recorder's Office.

To show proof that they have registered and have no outstanding tax liability, businesses, applying for a residential parking permit, would be required to provide a copy of the Business Registration Certificate issued by the Tax Collector. This Business Registration Certificate would also serve as proof that the business owes no outstanding taxes, because the Tax Collector does not issue such Certificates to businesses with outstanding tax liabilities.

Comments: 1. According to Ms. Jocelyn Kane of the Department of Parking and Traffic (DPT), the DPT is accustomed to reviewing documents prior to issuing a residential parking permit to businesses. Ms. Martha Gamble of the DPT advises

that businesses would be permitted to mail a copy of their Business Registration Certificate along with their residential parking permit application or renewal form. Therefore, approval of this proposed ordinance would not require an in-person visit on the part of businesses, and would not increase foot traffic at the Residential Parking Permit Program, according to Ms. Kane. According to Ms. Kane, this proposed ordinance would not result in any additional incremental costs to the DPT.

2. Ms. Kane advises that the proposed ordinance would apply only to businesses located in residential neighborhoods. Ms. Kane reports that many businesses in residential areas are small enterprises that might not have another occasion to contact the Tax Collector's Office. Ms. Gamble advises that, as of November 25, 1994, 3,585 San Francisco businesses had residential parking permits. As noted above, businesses located in residential permit parking areas are currently permitted to obtain one residential parking permit.

3. The Tax Collector has not prepared estimates of the number or percent of unregistered San Francisco businesses. For every new business that registers as a result of the proposed ordinance, the Tax Collector would receive $25 to $500 in increased annual revenue. For example, if ten percent of businesses with residential parking permits had not previously registered with the Tax Collector, but register as a result of this proposed ordinance, the ordinance would result in estimated increased revenue of $8,975 to $179,500 annually (3,585 total permits times ten percent times the $25 to $500 Business Registration Fee). Also, the Tax Collector collects either Gross Receipts or Payroll Taxes from approximately ten percent of registered businesses. Increasing the number of registered businesses would likewise increase the Tax Collector's ability to collect Gross Receipts or Payroll Taxes.

4. According to Ms. Gail Friedlander of the Tax Collector's Office, this proposed ordinance would not result in any additional incremental costs to the Tax Collector's Office.

5. Ms. Kane reports that execution of this proposed ordinance would be facilitated by cooperative discussions between the DPT and the Tax Collector's Office to discuss specific implementation issues.

6. The Budget Analyst is currently conducting a Management Audit of the Tax Collector's Office. This proposed ordinance

would be consistent with recommendations to be contained in that report.

Recommendation: Approve the proposed ordinance.

Item 7 - File 200-94-5

Department: Public Works

Item: Hearing to consider the Code Enforcement Reform Task Force Report and its recommendations to streamline and make more effective the code enforcement process under the Bureau of Building Inspection (BBI).

Description: On October, 1993, the Board of Supervisors approved a resolution (174-93-10) urging the Mayor to have the Chief Administrative Office direct the Director of Public Works to appoint a Code Enforcement Reform Task Force to review the City's current Administrative Code enforcement processes and recommend a restructured process that is more efficient and streamlined. According to that resolution, many of the health, safety, and welfare problems that are addressed through code enforcement persist as a result of the lengthy code enforcement process and limited administrative power to impose monetary penalties to landlords who fail to comply with citations.

Following the adoption of the resolution to establish the Code Enforcement Reform Task Force by the Board of Supervisors in October, 1993, the Department of Public Works invited interested, and technically expert individuals of the public to be members of the Code Enforcement Reform Task Force. The Code Enforcement Reform Task Force, as appointed by the Director of Public Works, is composed of 24 active members. The Code Enforcement Reform Task Force met over the course of seven and one half months and prepared a final report which describes problems in the current building inspection and code enforcement process and makes recommendations to improve the process.

SUMMARY OF CODE ENFORCEMENT REFORM TASK FORCE REPORT RECOMMENDATIONS

The Code Enforcement Reform Task Force made recommendations in three major areas: (1) complaint handling, (2) code enforcement process, and (3) resources required. The recommendations are intended to streamline the code enforcement process, make the code enforcement process more effective, and enable the City to trim enforcement costs and increase its revenues due to better collection of fees and fines.

1. Complaint Handling

The Bureau of Building Inspection should adopt a "Complaint Priority Response Matrix" which allocates a score to a complaint based on the type of hazard the complaint presents and the number of people directly affected by the hazard. The complaints receiving highest scores mandate inspections within 48 hours; lower scores require successively longer time periods within which the BBI should respond to the complaint. This change is intended to streamline the current complaint response process and give greater weight to housing code violations that present the greatest hazard to life and safety.

In addition, Court orders should be more vigorously sought in order to require property owners to give access to code enforcement officers, the BBI should make property owners aware of a new training programs in property management being developed by BBI, and more specific guidelines should be developed by BBI relating to the setting of priorities and the use of discretion when responding to a complaint. In addition, the BBI should, whenever possible, assign responsibility for tracking complaints to individual code enforcement officers in order to maintain consistency and to ensure follow-up in the prosecution of complaints.

2. Code Enforcement Process

Currently, there are two hearings in the BBI's violation abatement process before a case is sent to the Office of the City Attorney for prosecution in court. The first, known as the Superintendent's Administrative Hearing, is held following the re-inspection of a building that was previously cited for major violations. At this hearing, the violations are formally re-identified for and confirmed with the property owner. This hearing is a courtesy by the BBI to the property owners. As such the BBI is not mandated by the City's Building and Inspection Code to provide these hearings. At the time of the Superintendent's Administrative Hearing, a second hearing, known as the Director of Public Works Hearing, is scheduled to be held within 73 days of the first hearing if the violations continue unabated. The Code Enforcement Reform Task Force proposes that the Bureau of Building Inspection eliminate the Superintendent's Administrative Hearings, and seek to have the City's Building and Housing Code amended to eliminate the requirement of a mandated Director of Public Works

Hearing. The Abatement Appeals Board should also be eliminated and replaced by hearing officers from the BBI, and the appeals process should be made optional, at the request and expense of the property owner. This would enable a more speedy resolution to complaints, which total over 4,000 annually. According to the report, the BBI is staffed and equipped to handle approximately 3,000 complaints annually.

The penalties for unabated code violations should be revised to double the permit fee upon issuance of a second notice of violation and increase the fee five-fold upon referral of the unabated violation to the Office of the City Attorney. Currently, landlords can be charged a penalty that is as high as nine times the permit fee, however, problems with vigorous collection have resulted in many unpaid penalties. According to the Code Enforcement Reform Task Force, the penalty schedule should be lowered to remove the perception by landlords that the fines are unreasonable. A permit fee is based on the size and scope of the project (see Attachment for cost of permit fees). The Code Enforcement Reform Task Force recommends that property owners be notified of the charges against them as a result of their failure to abate code violations. In addition, the BBI should establish a "Landlord School" on a one-year trial basis that would educate landlords on sound property management and tenant selection.

The procedure for minor violations, defined as those which are encountered during the normal course of annual inspections, should be continued to allow owners to "self-certify" that the violations have been abated. However, if a property owner fails to "self-certify" that a violation has been abated, these minor code violations will be treated as major violations and the enforcement process governed by the proposed BBI Major Violation Abatement Process is to be immediately reactivated.

3. Staffing Resources Needed

Five additional staff positions within the Property Conservation Program of the DPW Bureau of Building Inspection should be added to enable the more vigorous prosecution of code violations.

The report notes that the BBI is a special fund department which must operate solely on the basis of revenues generated from fees and charges. The report

recommends that the cost of the five additional staff positions, which the report states will cost an additional $352,520 per year, be funded by an estimated $1,000,000 in permit fees to be recouped through a more concerted effort at collecting penalties currently due the BBI from property owners who have been cited with Building Code violations.

Comments:

1. The Budget Analyst notes that in November, 1994, the voters approved Proposition G which eliminated the Bureau of Building Inspection and created a Department of Building Inspection. As such, Mr. Peter Fries of the Building Inspection Commission advises that portions of the Code Enforcement Reform Task Force Report are no longer applicable.

2. Ms. Ilene Dick of the City Attorney's Office advises that according to Section 3.698-6 of the City Charter, the newly established Building Inspection Commission, which is in charge of the Department of Building Inspection, is to hold public hearings on all amendments to the City's Building Code, Electrical Code, Housing Code, Plumbing Code, and Mechanical Code. According to Mr. Fries, the Building Inspection Commission has not had the opportunity to hold a hearing because the Building Inspection Commission was only recently informed of the proposed amendments.

MISCELLANEOUS FEES

	Effective 07-01-92
Back Check Fee	72.45
Photo Copies (min. $3.70 up to 4 copies) 80 cents each	3.70
Certified Copies (1-10 pages)	7.10
(each additional 10 pages or fraction)	1.60
Demolition Filing Fee (Type II and V)	29.95
(Other Type)	44.90
Demolition Notice Fees at filing: 300' letters 65.90)	
Rsdntl Tenants 36.75)	109.75
Affidavit Record 7.10)	
Demolition DCP Fee	233.00
Expediter Fee	26.00
Extension of Application Processing	32.80
Flue Coupon Book (each book contains 10 permits)	152.50
Flue each permit	15.25
Garage Door (each book contains 25 permits)	268.75
each permit	10.75
House Move Permits	66.00
(Investigation Fee)	57.00
House Numbers (each)	16.55
Notification requested per Address per year	34.40
Posting Notice (change of use)	24.40
Recommencement of Work	68.50
Residential Building Record Report (3 R's)	27.30
Re-Roofing	68.50
Sidewalk Permit (for each 100 sq. ft. or fraction)	12.00
Sign (Form 7) (Plan Check Fee	17.00
(DCP Fee	87.38
Sign (30"x 30")	13.65
Site Permit Surchange	137.05
(Valuation more than $350,000)	818.20
Structural Addition Notice	16.55
Substantial Alteration Notification Affidavit	7.10
Surcharge on All Fees	3%
Water Heater	12.35

FIRE INSPECTION FEE

$0 TO $50,000	$ 62.50
$50,001 TO $500,000	125.00
$500,001 TO AND OVER	187.50

Effective 09-03-91

Bureau of Building Inspection
Sign Permit Fees
Effective JULY 1, 1992

Electric

Area Limits	Permit	P/C
1 to 9	$22.50	$ -----
10 to 50	22.50	11 25
51 to 60	25.15	12.58
61 to 70	27.80	13.90
71 to 80	30.45	15.23
81 to 90	33.10	16.55
91 to 100	35.75	17.88
101 to 120	39.65	19.83
121 to 140	43.05	21.53
141 to 160	46.45	23.23
161 to 180	49.85	24.93
181 to 200	53.25	26.63
201 to 250	57.45	28.73
251 to 300	61.40	30.70
301 to 350	65.35	32.68
351 to 400	69.30	34.65
over 400	56.75	34.75

Non - Electric

Area Limits	Permit	P/C
1 to 24	$22.50	$ -----
25 to 50	22.50	11.25
51 to 60	25.15	12.58
61 to 70	27.80	13.90
71 to 80	30.45	17.23
81 to 90	33.10	16.55
91 to 100	35.75	17.88
101 to 120	39.65	19.83
121 to 140	43.05	21.35
141 to 160	46.45	23.23
161 to 180	49.85	24.93
181 to 200	53.25	26.63
201 to 250	57.45	28.73
251 to 300	61.40	30.70
301 to 350	65.35	32.68
351 to 400	69.30	34.65
over 400	56.75	34.75

Ground Signs

Area Limits	Permit	P/C
1 to 100	$22.50	$11.25
101 to 120	25.90	12.95
121 to 140	29.30	14.65
141 to 160	32.70	16.35
161 to 180	36.10	18.05
181 to 200	39.50	19.75
201 to 220	42.90	21.45
221 to 240	46.30	23.15
241 to 260	49.70	24.85
261 to 280	53.10	26.55
281 to 300	56.50	28.25
301 to 320	59.90	29.95
321 to 340	63.30	31.65
341 to 360	66.70	33.35
361 to 380	70.10	35.05
381 to 400	73.50	36.75
401 to 420	76.90	38.45
421 to 440	80.30	40.15
441 to 460	83.70	41.85
461 to 480	87.10	43.55
481 to 500	90.50	45.25
501 to 520	93.90	46.95
521 to 540	97.30	48.65
541 to 560	100.70	50.35
561 to 580	104 10	52.05
581 to 600	107.50	53.75
over 600	108.00	54.00

Standardized Signs:
Permit fee = to one-half the above schedule (minimum --$22.50).
Plan Check Fee of $8.40 (regardless of square footage).

CITY AND COUNTY OF SAN FRANCISCO
REAU OF BUILDING INSPECTION
...TERATION PERMIT & PLAN CHECK

FEES

VALUATION			PLAN CHECK	PERMIT
1	to	500	13.33	26.65
501	to	600	15.28	30.55
601	to	700	17.23	34.45
701	to	800	19.18	38.35
801	to	900	21.13	42.25
901	to	1,000	23.08	46.15
1,001	to	1,100	25.03	50.05
1,101	to	1,200	26.98	53.95
1,201	to	1,300	28.93	57.85
1,301	to	1,400	30.88	61.75
1,401	to	1,500	32.83	65.65
1,501	to	1,600	34.78	69.55
1,601	to	1,700	36.73	73.45
1,701	to	1,800	38.68	77.35
1,801	to	1,900	40.63	81.25
1,901	to	2,000	42.58	85.15
2,001	to	3,000	51.03	102.05
3,001	to	4,000	59.15	118.30
4,001	to	5,000	67.28	134.55
5,001	to	6,000	75.40	150.80
6,001	to	7,000	83.53	167.05
7,001	to	8,000	91.65	183.30
8,001	to	9,000	99.78	199.55
9,001	to	10,000	107.90	215.80
10,001	to	11,000	116.03	232.05
11,001	to	12,000	124.15	248.30
12,001	to	13,000	132.28	264.55
13,001	to	14,000	140.40	280.80
14,001	to	15,000	148.53	297.05
15,001	to	16,000	156.65	313.30
16,001	to	17,000	164.78	329.55
17,001	to	18,000	172.90	345.80
18,001	to	19,000	181.03	362.05
19,001	to	20,000	189.15	378.30
20,001	to	21,000	197.28	394.55
21,001	to	22,000	205.40	410.80
22,001	to	23,000	213.53	427.05
23,001	to	24,000	221.65	443.30
24,001	to	25,000	229.78	459.55
25,001	to	26,000	235.79	471.58
26,001	to	27,000	241.48	482.95
27,001	to	28,000	247.16	494.33
28,001	to	29,000	252.85	505.75
29,001	to	30,000	258.54	517.08
30,001	to	31,000	264.23	528.45
31,001	to	32,000	269.91	539.83
32,001	to	33,000	275.60	551.20
33,001	to	34,000	281.29	562.58
34,001	to	35,000	286.98	573.95
35,001	to	36,000	292.66	585.33
36,001	to	37,000	298.35	596.70
37,001	to	38,000	304.04	608.08
38,001	to	39,000	309.73	619.45
39,001	to	40,000	315.41	630.83
40,001	to	41,000	321.10	642.20
41,001	to	42,000	326.79	635.58
42,001	to	43,000	332.48	664.95
43,001	to	44,000	338.16	676.33
44,001	to	45,000	343.85	687.70

EFFECTIVE JULY 1, 1992

45,001	to	46,000	349.54	699.08
46,001	to	47,000	355.23	710.45
47,001	to	48,000	360.91	721.83
48,001	to	49,000	366.60	733.20
49,001	to	50,000	372.29	744.58
50,001	to	51,000	376.35	752.70

Plan Chk @$3.90 per $1,000 — Permit @$7.40

Valuation			Over $50,000	
54,001	to	55,000	391.95	783.90
59,001	to	60,000	411.45	822.90
64,001	to	65,000	430.95	861.90
69,001	to	70,000	450.45	900.90
74,001	to	75,000	469.95	939.90
79,001	to	80,000	489.45	978.90
84,001	to	85,000	508.95	1,017.90
89,001	to	90,000	528.45	1,056.90
94,001	to	95,000	547.95	1,095.90
99,001	to	100,000	567.45	1,134.90

Plan Chk @$3.25 per $1,000 — Permit @$6.23

Valuation			Over $100,000	
109,001	to	110,000	600.60	1,197.50
119,001	to	120,000	633.10	1,260.00
129,001	to	130,000	665.60	1,322.50
139,001	to	140,000	698.10	1,385.00
149,001	to	150,000	730.60	1,447.50
159,001	to	160,000	763.10	1,510.00
169,001	to	170,000	795.60	1,572.50
179,001	to	180,000	828.10	1,635.00
189,001	to	190,000	860.60	1,697.50
199,001	to	200,000	893.10	1,760.00
299,001	to	300,000	1,218.10	2,385.00
399,001	to	400,000	1,543.10	3,010.00
499,001	to	500,000	1,868.10	3,635.00

Plan Chk @$2.7625 per $1,000 — Permit @$4.23

599,001	to	600,000	2,145.00	4,260.00
699,001	to	700,000	2,421.25	4,885.00
799,001	to	800,000	2,697.50	5,510.00
899,001	to	900,000	2,973.75	6,135.00

Over 1,000,000 and above — @$2.7625 per $1,000 — @$4.23

Back Check Fee: $72.45 per hour or fraction thereof.
Re-inspection Fee; $68.50 per hour or fraction thereof.

TIME FOR COMPLETION OF WORK

VALUATION	TIME ALLOWED
$5,000 or less	4 Months
$5,001 to $25,000	6 Months
$25,001 to $300,000	12 Months
$300,001 to $1,000,000	24 Months
$1,000,001 to $5,000,00	30 Months
$5,000,001 to $20,000,000	36 Months
Over $20,000,000	48 Months

DOT VEE

City and County of San Francisco

Department of Public Works
Bureau of Building Inspection
450 McAllister Street
San Francisco, CA 94102

To: All Program Managers, Division Chiefs
Through: Frank Chiu, Assistant Superintendent
From: Teresa Hansell

Date: June 30,1993
Subject: 3% surcharge

Effective tomorrow, July 1st, you must add a 3 percent surcharge onto all fees collected.

At filing:

We will add the 3% surcharge based on all fees we collect when an application is filed. On and after July 1st, you cannot accept a filed application, unless you collect the three percent surcharge. You cannot put this off and collect it at the time of issuance.

At issuance:

We will collect the 3% surcharge on all additional fees when we issue a permit. The computer calculates and prints the surcharge on a separate field on the permit.

Effective date:

The surcharge fee is effective July 1st. It applies to any fees collected on or after this date. We will collect it at the time we collect any other fees. This includes copies, service requests, posting etc., —ALL FEES. In this one instance, the file date does not control the effective date of the fee. It is in effective for all fees we collect after July 1st.

I have included sample receipts, a copy of the ordinance and a copy of the current Building Code fees.

Separate field:

The surcharge has to be written separately on all receipts. The cashier needs this separated because we will deposit it to a separate account.

Daily deposit slip:

It is NOT necessary to separate the surcharge on the daily deposit slip. The receipt number and total receipted is enough. You fill this out the same as before.

Questions:

If your staff has questions, please refer them to their immediate supervisor. For further questions, contact Vivian Hastings, Carolynn Tusch, Anita Lee, or T. Hansell 558-6070.

Item 9 - File 124-94-15

Department: Police Department

Item: Ordinance amending Traffic Code by adding Article 5A, Sections 109 through 112, thereto, providing for the collection of an administrative fee for the voluntary registration of bicycles and for specified reporting requirements administered by the San Francisco Police Department in cooperation with the Bicycle Advisory Committee and the Bicycle Coordinator.

Description: The proposed ordinance would establish a voluntary Bicycle Registration Program. Through this program, bicycle owners could register a bicycle at participating bicycle dealers, at specially designated events or at other locations, as designated by regulations to be established by the Chief of Police, in order to deter bicycle thefts.

Under the proposed ordinance, the Police Department would maintain records of registered bicycles, including the registration number, the bicycle serial number, a description of the bicycle and the name, address and telephone number of the owner. Using this information, the Police Department would check bicycles that are found or recovered by the Police Department against bicycles registered in this registration program or reported stolen.

The proposed ordinance would also establish administrative fees to be charged to bicycle owners. This fee would reimburse the City for the costs incurred in the administration of the proposed Bicycle Registration Program, such as the purchase of registration supplies and computer equipment. The one-time fee for voluntary registration would be $5.00. For the replacement of a bicycle registration certificate, a change of address or a transfer of ownership, the fee would be $1.00.

The Police Department estimates that approximately 9,600 bicycles would be registered on an annual basis under the proposed Bicycle Registration Program, thereby generating additional revenues to the City of approximately $48,000 resulting from the collection of the proposed one-time $5.00 registration fee. The Police Department advises that the amount of revenues to be generated to the City as a result of the proposed $1.00 replacement fee cannot be estimated at this time.

The Police Department advises that the administrative duties related to the proposed Bicycle Registration Program would be performed by existing Police Department personnel during regular work hours and on an overtime basis. In addition, the Police Department advises that a volunteer worker will be utilized, at no additional cost to the City, in order to perform some of the administrative functions. The following is a breakdown of the Police Department's estimated annual incremental costs to administer the Bicycle Registration Program:

Bicycle license and registration forms (10,000 forms @ $0.23 per form)	$2,300
Informational literature regarding bicycle registration (10,000 pamphlets @ $1.00 per pamphlet)	10,000
Safety brochures and promotional material (10,000 brochures @ $1.50 per brochure)	15,000
Office Supplies	1,200
Postage	5,000
Materials and supplies for bicycle safety education seminars, incl. brochures, refreshments, etc.	4,000
Computer, printer and computer supplies	5,300
Police Department Overtime (109 hours @ $47.53 per hour)	5,200
Total	48,000

The Police Department reports that the $48,000 in estimated annual costs reflected above would be fully paid for through the collection of the proposed administrative fee.

In addition, the proposed ordinance would establish a special fund, to be known as the Bicycle Registration Fund, for the purpose of receiving and expending fees collected for the registration of bicycles. Appropriations from the Bicycle Registration Fund would have to be used exclusively for the administration of the Bicycle Registration Program, with any excess monies to be spent exclusively for the Bicycle Safety Program. The Bicycle Safety Program would involve expenditures on items such as safety brochures and bicycle promotional materials to be distributed to promote safe and effective bicycling in San Francisco. The expenditure of monies from the Bicycle Registration Fund would be subject to appropriation approval by the Board of Supervisors. Any balance remaining in the Fund at the end of each fiscal year would be carried forward to the next fiscal year.

In addition, under the proposed ordinance, the Police Department would be required to submit a quarterly report to the Board of Supervisors, the Police Commission, the Parking and Traffic Commission and the Bicycle Advisory Committee. This report would include information on quarterly revenues and expenditures from the Bicycle Registration Fund, the balance remaining in the Fund, the number of bicycles registered, the number of bicycles found, recovered or reported stolen, and the number of bicycles in storage.

Comments:

1. Officer Terry Barrett of the Police Department advises that under the proposed ordinance, bicycle registration would be voluntary because the public has demonstrated significant opposition to mandatory bicycle registration.

2. According to Officer Barrett, the proposed Bicycle Registration Program would involve a minimal time requirement by Police Department staff during regular working hours (less than one hour per day). Officer Barrett further advises that Police overtime would be used during special evening events sponsored by the proposed Bicycle Registration Program.

Recommendation: Approval of the proposed ordinance is a policy matter for the Board of Supervisors.

Item 10 - File 109-95-1

Item: Ordinance amending Section 37.9 of the Administrative Code to provide that a landlord may take possession of a rental unit for the use and occupancy of the landlord's domestic partner or relatives of the domestic partner.

Description: Section 37.9 of the Administrative Code outlines the provisions under which a landlord can evict a tenant. One such provision currently provides that a landlord shall not endeavor to take possession of a rental unit unless the landlord seeks to take possession of the unit for his or her principal residence, or for the use and occupancy of the landlord's children, parents, grandparents, grandchildren, brother or sister or the landlord's spouse or relatives (i. e, children, parents, grandparents, grandchildren, brother or sister) of the spouse.

The proposed ordinance would amend Section 37.9 to provide that the term "spouse" noted above, shall include a domestic partner as defined in Chapter 62 of the San Francisco Administrative Code, providing that the domestic partner is someone with whom the landlord has filed a Declaration of Domestic Partnership with the County Clerk. Therefore, this proposed ordinance would enable a landlord to take possession of a rental unit for the use and occupancy of the landlord's domestic partner or relatives (i. e., children, parents, grandparents, grandchildren, brother or sister) of the domestic partner.

Comment: According to Mr. Joe Grubb, Executive Director of the Rent Board, the proposed ordinance would have no fiscal impact on the City.

Recommendation: Approval of the proposed ordinance is a policy matter for the Board of Supervisors.

Item 11 - File 109-95-2

Item: Ordinance amending the Administrative Code by amending Section 37.12 to provide for notice to landlords and tenants of the repeal of the exemption from rent regulation for owner-occupied buildings containing four units or less.

Description: Proposition I, which was approved by the San Francisco electorate in November of 1994, repealed the exemption from rent control for owner-occupied buildings containing four or less units, effective December 22, 1994, thereby making all rental units in the City subject to rent control, except (1) those units built after June of 1979 and (2) units which are exempted through a Rent Board petition.

The proposed ordinance would amend Section 37.12 of the Administrative Code to provide that the Rent Board shall mail a notice to the landlords of buildings containing four or less units which (1) informs the landlords and their tenants of the repeal of the exemption for owner-occupied buildings containing four units or less and (2) outlines the requirements and effects of this change in the law. The landlords would be responsible for distributing a copy of the notice to the tenants within 15 days of the date the Rent Board mails such notice to the landlords.

Mr. Joe Grubb, Executive Director of the Rent Board, estimates that there are approximately 15,000 owner-occupied buildings of four units or less in the City. According to Mr. Grubb, the Rent Board plans to mail notices to these landlords by late April of 1995. The Rent Board's estimated cost to mail these notices is $26,000. The source of funds would be additional revenues generated from Rent Board Fees (see Comments 1 and 2 below).

Comments: 1. The Rent Board receives an annual Rent Board Fee, of $10 per rental unit per year, from landlords whose rental units are subject to rent control. Mr. Grubb advises that for FY 1994-95, approximately $1,600,000 in revenue has accrued to the Rent Board from Rent Board Fees, based on approximately 160,000 rental units. Mr. Grubb estimates that, under Proposition I, an additional 25,000 to 30,000 rental units will be subject to rent control. Based on this number of rental units, Mr. Grubb estimates that $250,000 ($10 x 25,000 units) to $300,000 ($10 x 30,000) in additional Rent Board Fees will be generated annually, bringing the total annual revenue, which will accrue to the City, to approximately $1,850,000 to $1,900,000.

2. Mr. Grubb notes that a bill for the $10 fee per rental unit will be included in the above-noted notice to be mailed to the landlords, which will be scheduled for payment on or before June 30, 1995 for the period December 22, 1994 through October 31, 1995.

3. Mr. Grubb advises that subsequent to the passage of Proposition I, the Rent Board passed certain rules and regulations regarding the implementation of Proposition I. According to Mr. Grubb, these rules and regulations are currently the subject of a lawsuit initiated by a tenant group, which believes that these rules and regulations are inconsistent with Proposition I. Mr. Grubb states that the outcome of this lawsuit would have no effect on the Rent Board's provision of notices to the landlords regarding Proposition I, which is the subject of this report.

Recommendation: In accordance with Proposition I, approve the proposed ordinance.

Item 13 - File 73-95-1

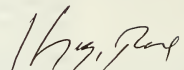
Department: Chief Administrative Officer
San Francisco Redevelopment Agency

Item: Resolution urging the San Francisco Redevelopment Agency to take steps necessary to amend the Embarcadero-Lower Market (Golden Gateway) Redevelopment Project Plan to; (1) expand the project area boundaries to include properties formerly occupied by the Embarcadero Freeway system and, (2) expand the activities of the Project in order to facilitate the development of Block 203 and portions of Block 202, and the improvement of the Mid-Embarcadero Open Space in a timely fashion.

Description: The proposed resolution would urge the San Francisco Redevelopment Agency (SFRA) to begin the process of amending the Embarcadero-Lower Market Redevelopment Project Plan to include two blocks of property located between The Embarcadero, Davis Street, Clay Street and Washington Street (Block 202 and portions of Block 203). Most of the area of these properties was formerly held by Caltrans and was part of the right-of-way for the Embarcadero Freeway, except for a small section of Block 203, which is the site of an old, unused Department of Public Works pumping station. Following the removal of the Embarcadero Freeway, the Caltrans properties were conveyed by Caltrans to the City at no cost. State law mandates that the City must now either use these properties for transportation purposes, or use the proceeds from their sale or disposition for transportation purposes.

The City's Mid-Embarcadero Open Space Project Plan (MEOS Plan) calls for the development of an expanded Justin Herman Plaza with additional public open space within the planned new Embarcadero Roadway. However, there is currently no assured funding to design, construct and maintain such open space. The Chief Administrative Officer reports that the current estimated capital cost for the planned open space is $18-23 million over a two to three year period. As a method of procuring the necessary funds, the City's MEOS Plan recommends the private development of portions of Blocks 202 and 203. Amendment of the Embarcadero-Lower Market Redevelopment Project Plan to include these parcels, as urged by the proposed resolution, would begin the process of making such private development possible.

Recommendation: Approval of the proposed resolution is a policy matter for the Board of Supervisors.



Harvey M. Rose

cc: Supervisor Migden
Supervisor Bierman
Supervisor Teng
President Shelley
Supervisor Alioto
Supervisor Ammiano
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
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CALENDAR

ALL COMMITTEES OF THE BOARD OF SUPERVISORS WILL RELOCATE TO 401 VAN NESS AVENUE ROOM 410 EFFECTIVE FEBRUARY 21, 1995

HOUSING & LAND USE COMMITTEE
BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO

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SPECIAL MEETING

MONDAY, MARCH 20, 1995, 12:30 P.M. ROOM 410, WAR MEMORIAL BUILDING

MEMBERS: Supervisors Carole Migden, Sue Bierman, Mabel Teng

CLERK: Mary Red

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Disability Access

The Board of Supervisors Committee Meeting Room (228) and the Legislative Chamber of the Board are on the second floor of City Hall.

Both the Committee Room and the Chamber are wheelchair accessible. The closest accessible BART Station is Civic Center, 2 1/2 blocks from City Hall. Accessible MUNI line serving this location is the #42 Downtown Loop as well as the METRO stations at Van Ness and Market and at Civic Center. For more information about MUNI accessible services, call 923-6142.

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CALENDAR

SPECIAL MEETING
HOUSING AND LAND USE COMMITTEE
BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO

MONDAY, MARCH 20, 1995 – 12:30 P.M. ROOM 410, WAR MEMORIAL BUILDING

MEMBERS: SUPERVISORS MIGDEN, BIERMAN, TENG

CLERK: MARY L. RED

1. File 109-95-3. [Rent Control] Ordinance amending Chapter 37 of the San Francisco Administratiave Code by amending Section 37.6 thereof to prohibit the rent board from issuing rules that treat newly-created units differently than other units subject to rent control in determining whether rent increases are juustified. (Supervisor Bierman)

   ACTION:

BOARD OF SUPERVISORS
HOUSING & LAND USE COMMITTEE
ROOM 410, VETERANS BUILDING
SAN FRANCISCO, CA. 94102

Special Hearing Notice

Public Library, Documents Dept.
Attn: Jane Hudson

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CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET ANALYST

1390 Market Street, Suite 1025, San Francisco, CA 94102 (415)554-7642

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March 16, 1995

TO: Housing and Land Use Committee

FROM: Budget Analyst

SUBJECT: March 20, 1995 Special Housing and Land Use Committee Meeting

Item 1 - File 109-95-3

Item: Ordinance amending Chapter 37 of the San Francisco Administrative Code by amending Section 37.6 thereof to prohibit the Rent Board from issuing rules and regulations that treat newly-created rent control units differently than other units subject to rent control in determining whether rent increases are justified.

Description: Proposition I, which was approved by the San Francisco electorate in November of 1994, repealed the exemption from rent control for owner-occupied buildings containing four units or less, effective December 22, 1994, thereby making all rental units in the City subject to rent control, except (1) those units built subsequent to June of 1979 and (2) units which are exempted through a Rent Board petition based on the unit requiring substantial rehabilitation or the unit being permanently removed from the housing market.

The proposed ordinance would amend Section 37.6 of the Administrative Code to (1) prohibit the Rent Board from using new rules and regulations to determine rent increases for rental units now subject to rent control under Proposition I, if such new rules and regulations apply a different methodology or standard for establishing rent increases from the previously established rules and regulations used to determine rent increases for rental units subject to rent control prior to the passage of Proposition I, (2) stipulate that

(a) any new rules and regulations approved by the Rent Board that apply such a different methodology or standard for establishing rent increases for units now subject to rent control under Proposition I be repealed and (b) any rent increases granted under such new rules and regulations be voided and any such rent increases be returned to the tenants and, (3) provide that landlords, who file a petition for rent increases under the rules and regulations which are to be repealed if this proposed legislation is approved, may file a new petition under rules and regulations which are consistent with the proposed ordinance and such new petition shall be processed as though it was filed on the date that the original petition was filed.

Comments :

1. Mr. Joe Grubb, Executive Director of the Rent Board, reports that subsequent to the passage of Proposition I, the Rent Board, after public hearings and reviewing case law on the subject, passed several amendments and one new rule to the Rules and Regulations of the Rent Ordinance. According to Mr. Grubb, most of the amendments to the rules and regulations are technical and intended to clarify certain aspects of Proposition I that were not clearly defined in the wording of the Proposition. Mr. Grubb advises that the new rule, Section 6.11(d), passed by the Rent Board is a more substantive amendment, which would provide for certain owners whose rents were substantially below market to petition the Rent Board to have their rent adjusted to a market rent. Mr. Grubb states that a majority of the Rent Board Commissioners believed that they were making Proposition I conform with applicable case law when they passed this new rule.

2. Mr. Grubb further advises that the amended rules and regulations and the new rule are currently the subject of a lawsuit filed by a tenant group in late February of 1995. Mr. Grubb states that, as a result of this lawsuit, the Rent Board is currently prohibited from acting on any petitions for rent increases filed under the Rent Board's amended rules and regulations, pending a decision being rendered by the Court on this matter.

3. According to Mr. Grubb, this proposed ordinance would have no fiscal impact on the City.

Memo to Housing and Land Use Committee
March 20, 1995 Special Housing and Land Use Committee Meeting

Recommendation: Approval of the proposed ordinance is a policy matter for the Board of Supervisors.

Harvey M. Rose

cc: Supervisor Migden
Supervisor Bierman
Supervisor Teng
President Shelley
Supervisor Alioto
Supervisor Ammiano
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Clerk of the Board
Chief Administrative Officer
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ALL COMMITTEES OF THE BOARD OF SUPERVISORS WILL RELOCATE TO 401 VAN NESS AVENUE ROOM 410 EFFECTIVE FEBRUARY 21, 1995

CALENDAR

HOUSING & LAND USE COMMITTEE
BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO

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REGULAR MEETING

THURSDAY, APRIL 6, 1995, 10:00 A.M. ROOM 410, VETERANS BUILDING

MEMBERS: Supervisors Carole Migden, Sue Bierman, Mabel Teng

CLERK: Mary Red

* * * * * * * * * * * * * * *

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CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

   (a) File 18–95–5. [Stop Signs] Hearing recommending establishment of Stop Signs, various locations. (DPT Order No. 782) (Department of Parking and Traffic)

   STOP SIGNS – ESTABLISH
   20th and York Streets, northeast and southwest corners, stopping 20th Street (makes this an all–way STOP);
   Bella Vista Way and Teresita Boulevard, southwest corner, stopping Bella Vista Way (stops the stem of this T–intersection);
   Marietta Drive (north end) and Teresita Boulevard, northeast corner, stopping Marietta Drive (stops the stem of this T–intersection);
   Marietta Drive (south end) and Teresita Boulevard, northwest corner, stopping Marietta Drive (stops the stem of this T–intersection);
   Stillings Avenue and Teresita Boulevard, northeast corner, stopping Stillings Avenue (stops the stem of this T–intersection).

   (b) File 19–95–2. [Parking Regulations, Harriet Street] Hearing recommending revocation of parking regualtions Harriet Street, west side, between Bryant Street and Ahern Way (to be replaced by a zone for police vehicle only). DPT Order 788 (Department of Parking and Traffic)

   TOW–AWAY, NO PARKING ANYTIME – RESCIND
   Harriet Street, west side, between Bryant Street and Ahern Way.
   (to be replaced by a zone for police vehicle parking only)

   (c) File 20–95–2. [Traffic Regulations] Hearing recommending revocation and establishment of traffic regulations, various locations. (DPT Order 782) (Department of Parking and Traffic)

   MULTIPLE TURN LANE –RESCIND
   TOW–AWAY LANE MUST TURN RIGHT – RESCIND
   Broadway, westbound, at Sansome Street.

   NO RIGHT TURN FROM CENTER LANE, EXCEPT MUNI – ESTABLISH
   Market Street, eastbound, at 1st Street.

   ONE – WAY STREET – ESTABLISH
   Romolo Place, southbound, between Vallejo and Fresno Streets.

   TOW AWAY, NO STOPPING ANYTIME – ESTABLISH
   Jackson Street, north side, from Leavenworth Street to 22 feet westerly (22–foot zone replacing existing red zone);
   Jackson Street, south side, from Leavenworth Street to 22 feet westerly (22–foot zone replacing existing red zone).

(d) File 20–95–3. [Traffic Regulations, Various Locations] Hearing recommending establishment and revocation of traffic regulations, various locations. DPT Order No. 788. (Department of Parking and Traffic)

BICYCLE LANES – ESTABLISH
Lake Street, eastbound and westbound, between 25th and 28th Avenues;
Lake Street, eastbound and westbound, from 12th Avenue to 120 feet westerly (to beginning of westbound left–turn pocket);
Lake Street, westbound, between Park Presidio Boulevard and 14th Avenue.

NO U–TURN, 7:00 AM – 8:30 AM & 2:00 PM – 3:30 PM, SCHOOL DAYS – ESTABLISH
Vicente Street, eastbound, at 18th Avenue.

ONE–WAY STREET – ESTABLISH
Harriet Street, northbound, between Bryant Street and Ahern Way.

TOW–AWAY, NO STOPPING ANYTIME – ESTABLISH
Harriet Street, east side, between Bryant Street and Ahern Way
(replaces an existing zone for police vehicle parking only).

(e) File 40–95–6. [Residential Parking Area "G", Pacific Heights] Resolution extending boundaries of Residential Permit Parking Area "G" in the Pacific Heights Area and adding to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

(f) File 40–95–7. [Residential Parking Area "J", Sunset/Parnassus] Resolution extending the boundaries of Residential Parking Area "J" in the Sunset/Parnassus Heights Area and adding to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

ACTION:

REGULAR CALENDAR

2. File 109–95–1. [Rent, Domestic partners, Move in Eviction] Ordinance amending Administrative Code Section 37.9 to permit domestic partnership to be a basis for owner move in evictions. (Supervisors Migden, Alioto)
(Continued from 3/9)

ACTION:

3. File 225–95–1. [Mission Bay Development Agreement] Hearing to consider changes to the Mission Bay Development Agreement regarding the toxic clean–up program. (Supervisor Bierman)

ACTION:

4. File 36-95-1. [Final Negative Declaration, 2430 Chestnut St.] Resolution adopting Final Negative Declaration, finding, and determining the reclassification of Lot 12 in Assessor's Block 930 from the existing RH-3 (Residential, Three Units) Zoning District to an NC-2 (Neighborhood Commercial, Small Scale) Zoning District for the property located at 2430 Chestnut Street, will have no significant impact on the environment, and adopting and incorporating findings of Final Negative Declaration; companion measure to File 36-95-1.1. (Department of City Planning)

   ACTION:

5. File 36-95-1.1. [Zoning Map Amendment, 2430 Chestnut St.] Ordinance adopting changes in property use classification as an amendment to the Zoning Map of the City and County of San Francisco property located at 2430 Chestnut Street, Lot 12, Assessor's Block 930 from an RH-3 District to an NC-2 Neighborhood Commercial District and adopting findings pursuant to City Planning Code Section 101.1; companion measure to File 36-95-1. (City Planning Department)

   (Approved by City Planning Commission Resolution No. 13779)

   ACTION:

6. File 111-95-1. [Interim Controls, Advertising Signs] Resolution imposing iterim zoning controls to prohibit for a period of twelve months general advertising signs within 200 feet of the park known as Union Square and facing said park and to delete the special exceptions from the roof sign and height limitations for general advertising signs within 200 feet of said park. (Supervisor Bierman)

   ACTION:

BOARD OF SUPERVISORS
HOUSING & LAND USE COMMITTEE
ROOM 308, VETERANS BUILDING
SAN FRANCISCO, CA. 94102

Public Hearing Notice

D 3265

Bill Lynch
Documents Section
SF Public Library-Main Branch
Civic Center
San Francisco CA

Public Library Documents Dept.
ATTN: Jane Judson

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6/6/95

CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET ANALYST

1390 Market Street, Suite 1025, San Francisco, CA 94102 (415)554-7642

April 3, 1995

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TO: Housing and Land Use Committee

FROM: Budget Analyst

SUBJECT: April 6, 1995 Housing and Land Use Committee Meeting

Item 2 - File 109-95-1

Note: This item was continued by the Housing and Land Use Committee at its meeting of March 9, 1995.

Item: Ordinance amending Section 37.9 of the Administrative Code to provide that a landlord may take possession of a rental unit for the use and occupancy of the landlord's domestic partner or relatives of the domestic partner.

Description: Section 37.9 of the Administrative Code outlines the provisions under which a landlord can evict a tenant. One such provision currently provides that a landlord shall not endeavor to take possession of a rental unit unless the landlord seeks to take possession of the unit for his or her principal residence, or for the use and occupancy of the landlord's children, parents, grandparents, grandchildren, brother or sister or the landlord's spouse or relatives (i. e, children, parents, grandparents, grandchildren, brother or sister) of the spouse.

The proposed ordinance would amend Section 37.9 to provide that the term "spouse" noted above, shall include a domestic partner as defined in Chapter 62 of the San Francisco Administrative Code, providing that the domestic partner is someone with whom the landlord has filed a Declaration of Domestic Partnership with the County Clerk. Therefore, this proposed ordinance would enable a landlord to take

possession of a rental unit for the use and occupancy of the landlord's domestic partner or relatives (i. e., children, parents, grandparents, grandchildren, brother or sister) of the domestic partner.

Comment: According to Mr. Joe Grubb, Executive Director of the Rent Board, the proposed ordinance would have no fiscal impact on the City.

Recommendation: Approval of the proposed ordinance is a policy matter for the Board of Supervisors.

Item 3 - File 225-95-1

Department: Chief Administrative Officer (CAO)

Item: This item is a hearing to consider changes to the Mission Bay Development Agreement regarding the toxic clean-up program.

Description: In February of 1991, the Board of Supervisors approved the Mission Bay Development Agreement (the Agreement) among the Catellus Development Corporation, the City, and the Port. The Agreement provides for toxic clean-up and development by Catellus on 315 acres of land formerly occupied by railroad and shipping yards south of downtown San Francisco. The Agreement specifies a mix of light industrial, retail, office, hotel, and residential housing uses in the area.

The Mission Bay area is believed to contain significant quantities of hazardous materials generated during its years of use as an industrial site. The Agreement specifies that Catellus will bear the full costs of investigating and remediating (neutralizing through treatment, containment or removal) hazardous materials in all except 15 of the 315 acres. The Agreement also requires Catellus to post a Financial Assurance of $30 million, payable to the City, before beginning the investigation and remediation of the area. This $30 million assurance is required in order to ensure that Catellus meets its toxic clean-up obligations. The Agreement states that Catellus must investigate and remediate the hazardous materials before development may proceed, but that Catellus is not obligated to begin the clean-up until such commercial or residential development has begun.

Catellus is now proposing to develop a 25-acre section of Mission Bay between 16th and Mariposa Streets for a Home Depot/Expo Design Center retail outlet. The development would consist of a two story building of 274,000 square feet. Mr. Nelson Rising, President of Catellus, reports that the Home Depot project would provide approximately 450 new permanent jobs and $1 million in annual sales tax revenue to the City. To secure the Home Depot project, Catellus must complete toxic cleanup and infrastructure development on the 25-acre section by June of 1996. In order to accomplish this task, Catellus is proposing the following modifications to the Development Agreement:

1. Permission to cleanup and develop the 25 acre site.

Catellus is requesting permission to investigate, remediate and develop the 25-acre site for the Home Depot project prior to the investigation and remediation of the remaining acreage in the 315-acre Mission Bay area. This development would require that cleanup of this site be conducted prior to the completion of certain environmental investigations (known as the Areawide Survey) which are required for the entire Mission Bay area under the Agreement. In addition, the Agreement requires "buffer" zones of 300 feet between former toxic sites and the surrounding areas. The Home Depot project would maintain these "buffer" zones on three sides of the site through including the width of the streets and railroad tracks surrounding the site, and remediate a full buffer zone of over 300 feet on the remaining side of the property.

2. Deferral of the $30 million Financial Assurance.

Catellus is requesting that the $30 million Financial Assurance, which was to have been posted before the investigation and remediation of the 315-acre area began, be deferred, and that Catellus instead post only a $3.9 million Financial Assurance at this time. This amount of $3.9 million represents an estimate of the cost to investigate and remediate the 25-acre site proposed for the Home Depot retail outlet.

3. Change in distribution of land uses.

The Agreement now specifies a certain mix of housing, open space and an optional Muni transit facility on the 25-acre site that Catellus is proposing to develop. The proposed change would transfer the equivalent amount of each space category (except for the space for the optional Muni transit facility, which is known as Metro East) to elsewhere within the 315-acre area and replace it with retail space from outside the 25-acre site. This change would alter the distribution of land uses but maintain the same acreages of land use categories within the total 315-acre area.

Regarding the Muni facility, the City now holds an option to buy on ten acres of land within the 25 acre site for possible construction of the Muni Metro East facility. Catellus is requesting release of that option in order to construct the Home Depot outlet. Muni is currently studying other possible rail transportation options for the area and other possible sites for Metro East, but no decision has yet been made by the Public Transportation Commission on this issue.

4. Deferral of "Start Date" obligations.

The Agreement specifies that Catellus will meet a number of financial and other obligations to the City including contributing funds for construction of affordable housing, and creating a "Community Facilities District," before any building permits can be issued for development in the Mission Bay area. Catellus is requesting a determination that the development of the 25-acre site for the Home Depot outlet not be considered the "Start Date," under the Agreement, and that these obligations be deferred, except as noted below.

5. Payment of affordable housing funds to the City.

The Agreement obligates Catellus to provide $2 million to the City for affordable housing in the South of Market area within a specified time period after commercial development of the Mission Bay area begins (the "Start Date"). In exchange for issuance of the Home Depot building permit, Catellus is proposing to pay $1 million of these funds now.

Comment:

1. In a letter from the CAO's Office to Catellus, Mr. Nothenberg acknowledged the Catellus proposals and conveyed the concerns of various City departments and groups which need to be addressed in regard to the proposed changes to the Agreement.

2. With respect to toxic cleanup, Mr. Nothenberg noted that the City and the Mission Bay Citizen's Advisory Committee (CAC) would need to review the Catellus proposal, and that the City and CAC would need technical assurances that the lack of the Area-wide Survey, and the proposed smaller "buffer" zones between the 25-acre Home Depot site and the surrounding areas do not raise health and safety issues.

3. Mr. Nothenberg has also advised Catellus that posting of the $3.9 million Financial Assurance for toxic cleanup of the 25 acre site would not reduce the requirement for a $30 million Financial Assurance prior to the investigation and remediation of hazardous materials for the entire 315-acre area.

4. Mr. Nothenberg has informed Catellus that the company will be expected to pay the City's costs for review of the proposed changes to the Mission Bay Development Agreement. In addition to the costs to review the proposed changes, Catellus' proposal may have additional fiscal impact to the City because of the relocation of certain land uses, however no specific estimates of such costs are available at this time, according to the CAO's Office. According to Muni, release of

land for Muni Metro East in particular would increase the City's projected costs for building this facility and for construction of rail transportation facilities in the area, however there is no specific estimate of those costs at this time.

5. The San Francisco City Charter requires that the City receive fair market value for its land before transferring ownership to Catellus. Catellus has accordingly agreed to pay for an appraisal of the 2.8 acres of City land within the 25-acre site proposed for Home Depot, according to the CAO's Office.

6. The Board of Supervisors has the authority to approve or disapprove changes to the Mission Bay Development Agreement.

Harvey M. Rose

cc: Supervisor Migden
Supervisor Bierman
Supervisor Teng
President Shelley
Supervisor Alioto
Supervisor Ammiano
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

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4/20/95

CALENDAR

ALL COMMITTEES OF THE BOARD OF SUPERVISORS WILL RELOCATE TO 401 VAN NESS AVENUE ROOM 410 EFFECTIVE FEBRUARY 21, 1995

HOUSING & LAND USE COMMITTEE
BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO

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REGUALR MEETING

THURSDAY, APRIL 20, 1995, 10:00 A.M. ROOM 410, VETERANS BUILDING

MEMBERS: Supervisors Carole Migden, Sue Bierman, Mabel Teng

CLERK: Mary Red

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CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

   (a) File 18–95–6. [Stop Signs] Hearing recommending establishment of Stop signs, 30th Avenue and Noriega Street, northeast and southwest corners, stopping Noriega Street (makes this an all–way Stop) DPT Order No. 800. (Department of Parking and Traffic)

   (b) File 19–95–3. [Parking Regulations, Various Locations] Hearing recommending establishment and revocation of parking regulations, various locations. (DPT Order No. 800). (Department of Parking and Traffic)

   Diagonal (45–Degree Angle) Parking – Establish
   John Muir Drive, south side, from 300 feet to 3000 feet east of Skyline Boulevard (2700–foot zone).

   Parking Meter Area No. 3 (One–Hour Parking Time Limit, Monday Through Saturday, 9 AM – 6 PM) – Establish
   Harrison Street, north side, from Main Street to 166 feet westerly (166–foot zone).

   Police Vehicle Parking Only – Establish
   10th Street, west side, from 214 feet to 436 feet south of Howard Street (222–foot zone).

   Two–Hour Parking Time Limit – Rescind
   Newhall Street, both sides, from Jennings Street to the west terminus (U.S. Post Office).

(c) File 20–95–4. [Traffic Regulations, Various Locations] Hearing recommending establishment and revocation of traffic regulations, various locations. (DPT Order No. 800). (Department of Parking and Traffic)

Tow–Away, No Stopping, 3 PM – & PM, Monday through Friday – Establish
1st Street, east side, from Market Street to 219 feet southerly (219–foot zone eliminates 10 meter stalls during affected hours).

No Turn On Red – Establish (6–Week Trial Period)
3rd Street, northbound, at Folsom Street.
Folsom Street, eastbound, at 3rd Street.

Tow–Away, No Stopping 7 AM – 9 AM & 4 PM – 6 PM, Monday Through Friday – Rescind (6–Week Trial Period).
Tow–Away, No Stopping, 7 AM – 6 PM, Monday Through Friday – Establish (6–Week Trial Period).
3rd Street, east side, from Folsom Street to 100 feet southerly (100–foot zone).

Pedestrian Crosswalk Closure – Rescind (6–Week Trial Period)
3rd and Folsom Streets, north crosswalk (re–opens crosswalk).

No U–Turn – Establish
Evans Avenue, northbound, at Army Street.

One–Way Street – Establish
Everglade Drive, northbound, between Sloat Boulevard and Ocean Avenue (to be implemented for a 6–month trial period).

Diamond (Buses Only) Lane – Rescind
Stockton Street, west curb lane (southbound), between Geary and O'Farrell Streets.

(d) File 40–95–8. [Parking of Vehicles] Resolution extending the boundaries of residential permit parking Area "F" in the Jordan Park/Presidio Heights Area. (Parking and Traffic Department)

ACTION:

REGULAR CALENDAR

2. File 115–95–1. [Major Reclassification Mailed Notice Amendment) Ordinance amending City Planning Code by amending Section 306.3 to exempt major zoning map reclassifications from mailed notice requirements if such reclassifications are part of a general zoning study and cover 30 acres or more. (City Planning Department)

ACTION:

3. File 225–95–2. [Mission Bay] Resolution urging Catellus Development Corporation and the San Francisco Planning Commission to undertake a comprehensive community planning process before any substantial modification of the existing Mission Bay Development Agreement and/or the final Mission Environmental Impact Report is forwarded to the Board of Supervisors for action.

ACTION:

HOUSING AND LAND USE COMMITTEE
BOARD OF SUPERVISORS
ROOM 308, VETERANS BUILDING
SAN FRANCISCO, CA 94102

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HEARING NOTICE

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BOARD OF SUPERVISORS

BUDGET ANALYST

1390 Market Street, Suite 1025, San Francisco, CA 94102 (415)554-7642

April 18, 1995

TO: Housing and Land Use Committee

FROM: Budget Analyst

SUBJECT: April 20, 1995 Housing and Land Use Committee Meeting

Item 2 - File 115-95-1

Department: Planning Department

Item: Ordinance amending Part II, Chapter II of the Municipal Code by amending Section 306.3 to exempt major zoning map reclassifications from mailed notice requirements if such reclassifications are part of a general zoning study and cover 30 acres or more.

Description: Currently, the Planning Department is required by Section 306.3 of the Municipal Code to mail a notification of the time, place and purpose of public hearings to be held for all reclassifications of zoning maps, including a general description of the proposed boundaries for the reclassification, to all owners of real property within 300 feet of the proposed area to be reclassified. The proposed ordinance would amend Section 306.3 to eliminate the requirement for mailing such notices of public hearings if the following three provisions are met: (1) the proposed major reclassification of a zoning map is initiated by the City based on a general zoning study of one or more zoning districts, that is either Citywide in scope, or includes a major subarea of the City; (2) the total land area proposed to be reclassified is 30 acres or more; and (3) the first Planning Commission

public hearing pertaining to the major reclassification of a zoning map is held prior to July 1, 1996.

According to Mr. Paul Rosetter of the Planning Department, the Planning Department is requesting the proposed amendments to Section 306.3 of the Municipal Code because (1) the cost to mail public notices to all property owners within 300 feet of a proposed zoning map reclassification area that is 30 acres or greater is expensive, and this cost is not included in the Planning Department's budget; (2) State law does not require such mailings, and (3) there are other methods of advertising proposals to amend the zoning map.

Comment:

1. Mr. Rosetter advises that the Planning Department is currently studying four major zoning map reclassifications that each consist of 30 acres or more. Mr. Rosetter advises that the estimated cost for mailing the notices of public hearings pertaining to these four major zoning map reclassifications, ranges from $12,606 to $18,598. Mr. Rosetter advises that the cost of the four mailings has not been requested in the Planning Department's Fiscal Year 1995-96 budget because there has not been a major zoning map reclassification for at least three years.

2. Mr. Rosetter advises that the Planning Commission approved a resolution on March 16, 1995 to exempt major zoning map reclassifications from the existing mailing requirements regarding the public hearing notifications, if the proposed major reclassifications of zoning maps meets the three conditions as noted above in the Description Section of this report.

3. Regarding proposed major reclassifications of zoning maps, Mr. Rosetter advises that, in addition to the existing requirements for mailing public hearing notices to property owners advising property owners of the time, date, purpose and boundary descriptions, the Planning Department (a) informs representatives from appropriate neighborhood groups of the public hearings, (b) advertises through newspaper announcements, and (c) includes notices of public hearings in the Planning Commission calendars.

Recommendation: Approval of the proposed ordinance is a policy matter for the Board of Supervisors.

Item 3 - File 225-95-2

Item: Resolution urging Catellus Development Corporation and the San Francisco Planning Commission to undertake a comprehensive community planning process before any substantial modification of the existing Mission Bay Development Agreement and/or the final Mission Environmental Impact Report is forwarded to the Board of Supervisors for action.

Description: In February of 1991, the Board of Supervisors approved the Mission Bay Development Agreement (the Agreement) among the Catellus Development Corporation, the City, and the Port. The Agreement provides for toxic clean-up and development by Catellus over a period of up to 30 years on 313 acres of land formerly occupied by railroad and shipping yards south of downtown San Francisco. The Agreement details the obligations of Catellus and the City in building the elements of Mission Bay, and was developed through a negotiation process that continued over six years from 1985 to 1991, and involved hundreds of public agencies, community organizations, and individuals. The Agreement was approved by the Board of Supervisors in part because the Board judged that the benefits of the project to San Francisco, as outlined below, outweighed the unavoidable environmental and social impacts inherent in the project.

The Agreement specifies a mix of light industrial, retail, office, hotel, and residential housing uses in the Mission Bay area. Important elements of the Mission Bay Development Agreement include:

- Comprehensive environmental investigation and cleanup of the site, and posting of a $30 million Financial Assurance payable from Catellus to the City to guarantee the completion of toxic cleanup efforts;

- 4.8 million square feet of office space;

- 900,000 square feet of commercial/light industrial space;

- 731,000 square feet of retail space;

- A 500-room, 400,000 square foot hotel;

- 8,450 housing units on-site, and funds for rehabilitation of 250 housing units off-site. At least 3,250 of the 8,450 on-site units will be affordable housing units;

- 68.8 acres of open space, including 50 acres of parkland and a wetlands area;

- Community and cultural facilities including Police, Fire, and school facilities, plus a cultural center and recreation center;

- Hiring of minority, women, and local workers over the life of the project, and contracting opportunities for minority, women's, and local business enterprises.

The Mission Bay Development Agreement requires that Catellus investigate and cleanup environmental hazards throughout the Mission Bay area prior to beginning development, and also specifies that Catellus will meet a number of financial and other obligations to the City including contributing funds for construction of affordable housing, and creating a "Community Facilities District," before any building permits can be issued for development in the Mission Bay area.

Catellus is now proposing to modify the Agreement in order to develop a 25-acre section of Mission Bay between 16th and Mariposa Streets for two retail stores; a Home Depot, and an Expo Design Center, and for other retail uses. Of the 25 acre site, approximately 18 acres would be used for retail, and the remaining 7 acres are occupied by CalTrain and by the I-280 Freeway. The Home Deport and Expo Design Center development would consist of a two story building of approximately 274,000 square feet. Mr. Nelson Rising, President of Catellus, reports that the Home Depot project would provide approximately 450 new permanent jobs and $1 million in annual Sales Tax revenue to the City. To secure the Home Depot project, Catellus must complete toxic cleanup and infrastructure development on the 25-acre section by June of 1996. In order to accomplish this task, Catellus is proposing to;

a) Clean up the Home Depot site prior to investigating and cleaning up the rest of the Mission Bay area, and post a $3.9 million, as opposed to $30 million, Financial Assurance for toxic cleanup;

b) Exchange certain land uses between the Home Depot site and other parts of Mission Bay, keeping the same total acreage of each land use but changing the allocation of those land uses;

c) Release an option held by the City on 5.62 acres of land within the 25 acre site that had been proposed for the MUNI Metro East transit facility, and;

d) Defer most of the financial and other obligations that were to have been completed prior to the start of Mission Bay development under the Agreement, with the exception of a $1 million dollar payment of affordable housing funds to the City, which payment Catellus would make now.

Comment:

1. In a letter from the CAO's Office to Catellus, Mr. Nothenberg acknowledged the Catellus proposals and conveyed the concerns of various City departments and groups which need to be addressed in regard to the proposed changes to the Agreement. Mr. Nothenberg has also informed Catellus that the company will be expected to pay the City's costs for review of the proposed changes to the Mission Bay Development Agreement. As of the writing of this report, no specific estimates for such costs were available, however, according to Mr. Alec Bash of the City Planning Department, the Department projects that in order for the Department to participate in a comprehensive community planning process on the Mission Bay Agreement, the Department would need to hire an additional staff person at the level of Planner III. Salary and fringe benefit costs for this position are approximately $67,000 annually.

2. Mr. Nothenberg noted in his letter to Catellus that the City and the Mission Bay Citizen's Advisory Committee (CAC) would need to review the toxic cleanup elements of the Catellus proposal for their health and safety implications, and that an early cleanup of the Home Depot site would not change Catellus' other obligations with respect to toxic cleanup, including the posting of a $30 million Financial Assurance guaranteeing the overall cleanup effort.

3. Catellus' proposed Home Depot and Expo Design Center development would shift 504,936 square feet of retail acreage from the Third Street corridor to the Home Depot site, with 273,754 square feet devoted to Home Depot, and the balance of 215,182 square feet available for other retail uses within the 18 acres of retail within the 25 acre site. In general, the retail areas which are proposed for Third Street would be ground floor spaces (with residential floors above), in units of 60,000 square feet or less, designed to house mid-to-large size stores and restaurants. The Home Depot development, with two floors, 273,754 square feet and an 1,100-space parking structure, would be designed to draw customers from throughout the Bay Area. As noted above, Catellus reports that the Home Depot development would provide $1 million in annual Sales Tax revenue to the City, as well as 450 new permanent jobs, based on annual retail sales of approximately $60 million for Home Depot and $40 million for Expo Design

Center. However, it should be noted that the South of Market and Mission areas now contain several large building supply businesses and smaller businesses which could be affected by this development. In order to predict the net change in sales revenues and jobs in San Francisco that would result from the Home Depot development, information regarding the customer base, sales volume, and other factors in this retail market are necessary. According to the State Board of Equalization, 78 retail Lumber and Building Supply establishments were permitted in San Francisco County in 1993, with total a taxable sales volume of $94,789,000. Home Depot's projected sales figure of approximately $60,000,000 is approximately 63% of this 1993 total.

4. Catellus' proposal may have other impacts on the City because of the relocation of certain land uses. Specifically, Ms. Sue Olive, of MUNI's Service Planning Department, reports that locating MUNIs proposed Metro East facility at another site would increase the cost of developing rail transit in this area. MUNI is currently studying a number of options for rail development in the area, however, no decision has yet been made by the Public Transportation Commission on this issue.

5. Ms. Kerstin Magary of Catellus reports that, in addition to its discussions with the various City departments involved in these issues, Catellus has engaged in an outreach and consultation effort to involve the public and organizations interested in the Mission Bay development in the planning process for the Home Depot development, and plans to continue that outreach process. Ms. Magary reports that Catellus has met with the Potrero Hill Boosters and Merchants Association, the Mission Creek Harbor Association, and is seeking an opportunity to meet with the Potrero League of Active Neighbors. In addition, Catellus has had regular meetings with the Citizens Advisory Committees on toxics issues and on affordable housing issues for Mission Bay. At this time, Catellus is also planning two workshops in conjunction with the Regional Water Quality Control Board regarding toxic cleanup of the Home Depot site.

6. If Catellus chooses to proceed with the Home Depot proposal, the company would formally apply to the City Planning Department to change the Mission Bay Development Agreement. Public hearings would subsequently be held by the Planning Commission, and, if changes were approved by the Planning Commission and forwarded to the Board of Supervisors, further public hearings would be held by the Board of Supervisors.

7. The Board of Supervisors must approve or disapprove all changes to the Mission Bay Development Agreement.

Recommendation: Approval of the proposed resolution is a policy matter for the Board of Supervisors.

Harvey M. Rose

cc: Supervisor Migden
Supervisor Bierman
Supervisor Teng
President Shelley
Supervisor Alioto
Supervisor Ammiano
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
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CALENDAR

ALL COMMITTEES OF THE BOARD OF SUPERVISORS WILL RELOCATE TO 401 VAN NESS AVENUE ROOM 410 EFFECTIVE FEBRUARY 21, 1995

HOUSING & LAND USE COMMITTEE
BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO

REGUALR MEETING

THURSDAY, MAY 4, 1995, 10:00 A.M. ROOM 410, VETERANS BUILDING

MEMBERS: Supervisors Carole Migden, Sue Bierman, Mabel Teng

CLERK: Mary Red

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Disability Access

The Board of Supervisors Committee Meeting Room (228) and the Legislative Chamber of the Board are on the second floor of City Hall.

Both the Committee Room and the Chamber are wheelchair accessible. The closest accessible BART Station is Civic Center, 2 1/2 blocks from City Hall. Accessible MUNI line serving this location is the #42 Downtown Loop as well as the METRO stations at Van Ness and Market and at Civic Center. For more information about MUNI accessible services, call 923-6142.

There is accessible parking in the vicinity of City Hall adjacent to Davies Hall and the War Memorial Complex.

Assistive listening devices are available for use in the Meeting Room and the Board Chamber. A device can be borrowed prior to or during a meeting. Borrower identification is required and must be held by Room 235 staff.

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For American sign language interpreters or the use of a reader during a meeting, contact Violeta Mosuela at (415) 554-7704.
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In order to assist the City's efforts to accommodate persons with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City to accommodate these individuals.

CONSENT CALENDAR

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   (a) File 19-95-4. [Parking Regulations, Various Locations] Hearing recommending establishment of parking regulations, various locations. (DPT Order No. 734) (Department of Parking and Traffic)

   NO PARKING, 6 AM-9 AM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH VANPOOL PERMITS - ESTABLISH.
   Otis Street, south side, from Duboce Avenue to 107 feet easterly (107-foot zone replacing at meter nos. 145, 147, 149, 151, and 153).

   NO PARKING, EXCEPT 7 AM-8:30 AM and 1:30 PM-3:30 PM, SCHOOL DAYS - ESTABLISH.
   West Junipero Serra Boulevard frontage road, east side, between Rossmoor and Stonecrest Drives.

(b) File 19-95-5. [Parking Regulations, Various Locations] Hearing recommending establishment and revocation of parking regulations, various locations. (DPT Order No. 810) (Department of Parking and Traffic)

DIAGONAL (45-DEGREE ANGLE) PARKING ESTABLISH.
Prado Street, just south of Cervantes Boulevard, within painted traffic island (creates 6 new parking spaces).

ONE HOUR PARKING TIME LIMIT, 7 AM - 6 PM, MONDAY THROUGH FRIDAY-RESCIND.
Clementina Street, south side, between 4th and 5th Streets (to be replaced by metered parking).

PARKING METER AREA NO. 2 (ONE-HOUR PARKING TIME LIMIT, 7 AM - 6 PM, MONDAY THROUGH SATURDAY) - ESTABLISH.
Clementina Street, south side, between 4th and 5th Streets (replaces existing one-hour restriction).
Minna Street, south side, between 4th and 5th Streets.

TOW-AWAY, NO PARKING, SCHOOL DAYS, EXCEPT SFUSD MOBILE CLASSROOMS - RESCIND
10th Street, west side, from 137 feet to 177 feet north of Folsom Street (40-foot zone).

TWO-HOUR PARKING TIME LIMIT, 7AM - 6PM, MONDAY THROUGH FRIDAY - ESTABLISH.
Potrero Avenue, east side, between 16th and 17th Streets.

(c) File 20-95-5. [Traffic Regulations, Egbert Avenue] Resolution authorizing the closure of Egbert Avenue, east end, at Hawes Street to create a dead-end street. (Department of Parking and Traffic)

(d) File 20–95–6. [Traffic Regulations, Various Locations] Hearing recommending establishment and revocation of traffic regulations, various locations. (DPT Order No. 734) (Department of Parking and Traffic)

NO LEFT TURN – ESTABLISH.
Duboce Avenue, eastbound, at Fillmore Street.

NO STOPPING, 7 AM – 8:30 AM AND 1:30 PM – 3:30 PM, SCHOOL DAYS – ESTABLISH
West Junipero Serra Boulevard frontage road, east side, between Rossmoor and Stonecrest Drives.

NO TURN ON RED, 8 AM – 3 PM, MONDAY THROUGH FRIDAY – RESCIND
NO TURN ON RED, 8 AM – 4 PM, MONDAY THROUGH FRIDAY – ESTABLISH.
Ellis and Gough Streets, all approaches (facing southbound, eastbound and westbound traffic).

TOW AWAY, NO STOPPING, 7 AM – 9 AM, MONDAY THROUGH FRIDAY – RESCIND.
McAllister Street, south side, between Franklin Street and Van Ness Avenue.

RIGHT LAND MUST TURN RIGHT – ESTABLISH.

NOTE: The following changes are being proposed as a part of the Market Street Renovation Project.

Market Street, eastbound, at Duboce Street.
Market Street, eastbound, at Noe Street.
Market Street, eastbound, at Sanchez Street.
Market Street, westbound, at Sanchez Street.
Market Street, westbound, at Church Street.

TOW–AWAY, NO STOPPING ANYTIME – ESTABLISH.

NOTE: The following changes are being proposed as a part of the Market Street Renovation Project.

Market Street, north side, from Church Street to 160 feet easterly (160–foot zone, reduces existing zone to accommodate 2 new meter stalls).

Market Street, north side, from Sanchez Street to 164 feet easterly (164–foot zone along sidewalk bulb and two driveways).

Market Street, south side, between Clinton Park and Duboce Avenue.

Market Street, south side, from 15th Street to 141 feet easterly (141–foot zone along sidewalk bulb).

Market Street, south side, from Noe Street to 97 feet westerly (97–foot zone, replaces meter nos. 2305 and 2307).

Market Street, south side, from Sanchez Street to 50 feet westerly (50–foot zone along sidewalk bulb).

Market Street, south side, from Sanchez Street to 50 feet westerly (50–foot zone along sidewalk bulb).

(e) File 20-95-7. [Traffic Regulations, Various Locations] Hearing recommending establishment and revocation traffic regulations, various locations. (DPT Order No. 810) (Department of Parking and Traffic)

PEDESTRIAN CROSSWALK CLOSURE - ESTABLISH.

Clay and Davis Streets, west crosswalk, crossing Clay Street (closes crosswalk). Washington and Davis Streets, west crosswalk, crossing Washington Street (closes crosswalk).

PEDESTRIAN CROSSWALK CLOSURE - RESCIND
Clay and Davis Streets, east crosswalk, crossing Clay Street (re-opens crosswalk). Washington and Davis Streets, east crosswalk, crossing Washington Street (re-opens crosswalk).

TOW-AWAY, NO STOPPING ANYTIME - ESTABLISH
La Playa Street, west side, from Cabrillo Street to 105 feet northerly (105-foot zone for bus turning clearance).

McAllister Street, north side, from Gough Street to 60 feet easterly (60-foot zone).

TOW-AWAY, NO STOPPING, 4 PM - 6 PM, MONDAY THROUGH FRIDAY - RESCIND
McAllister Street, north side, between Franklin and Gough Streets.

TOW-AWAY, NO STOPPING, 7AM - 6 PM, MONDAY THROUGH FRIDAY - RESCIND
Clay Street, south side, from 50 feet to 75 feet east of Liedesdorff Street (shortens existing tow-away zone by 25 feet to accommodate 1 new metered stall).

TOW AWAY, NO STOPPING 7 AM - 6 PM, MONDAY THROUGH FRIDAY - RESCIND
TOW AWAY, NO STOPPING, 7 AM - 9 AM AND 3 PM - 6 PM, MONDAY THROUGH FRIDAY - ESTABLISH.
Clay Street, south side, between Montgomery and Liedesdorff Streets (change in effective hours only).

(f) File 40-95-9. [Residential Parking "U", South of Market] Resolution revising the time limitations for a certain street within Residential Permit Parking Area "U" in the South of Market Area. (Department of Parking and Traffic)

(g) File 40-95-10. [Residential Parking Area "S", Duboce Triangle Area] Resolution extending the boundaries of Residential Permit Parking Area "S" in the Duboce Triangle Area and establishing a new time limitation for a certain street. (Department of Parking and Traffic)

ACTION:

2. File 18–95–7. [Stop Signs, 3rd Avenue & Geary Boulevard] Hearing recommending revocation of "Stop Signs", 3rd Avenue and Geary Boulevard, northeast and southwest corners, stopping Geary Boulevard (restores two–way STOP). (DPT Order No. 818) (Supervisor Migden)

   STOP SIGNS – RESCIND
   3rd Avenue and Geary Boulevard, northeast and southwest corners, stopping Geary Boulevard (restores two–way Stop).

   ACTION:

3. File 36–95–2. [Final Neg Declaration, Jamestown Ave/Harney Way] Resolution adopting Final Negative Declaration, finding and determining that reclassification of property from a RH–1 (House, One Family) Residential District to an C–2 (Community Business) District of property located at the northeast corner of Jamestown Avenue and Harney Way, Lot 8 in Assessor's Block 4977 and Lot 8 in Assessor's Block 5023 will have no significant impact on the environment, and adopting and incorporating findings of Final Negative Declaration; companion measure to File 36–95–2.1. (Department of City Planning)

   ACTION:

4. File 36–95–2.1. [Zoning Map Amendment, Jamestown Avenue/Harney Way] Ordinance adopting changes in property use classification as an amendment to the Zoning Map of the City and County of San Francisco of property located at the intersection of Jamestown Avenue and Harney Way, Lot 8, Assessor's Block 4977 and Lot 8, Assessor's Block 5023, from an RH–1 District to an C–2 District and adopting findings pursuant to Planning Code Section 101.1; companion measure to File 36–95–2. (Department of City Planning)
   (Approved by City Planning Resolution No. 13822)

   ACTION:

5. File 12–95–25. [State Building Reconstruction] Hearing requesting the General Services Administration (GSA) to report on plans for the State Building at 450 Golden Gate Avenue and its reconstruction. (Supervisor Bierman)

   ACTION:

HOUSING AND LAND USE COMMITTEE
BOARD OF SUPERVISORS
ROOM 308, VETERANS BUILDING
SAN FRANCISCO, CA 94102

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CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET ANALYST

1390 Market Street, Suite 1025, San Francisco, CA 94102 (415)554-7642

May 2, 1995

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TO: Housing and Land Use Committee

FROM: Budget Analyst

SUBJECT: May 4, 1995 Housing and Land Use Committee Meeting

Item 5 - File 12-95-25

Item: Hearing requesting the State General Services Administration (GSA) to report on plans for the State Building at 455 Golden Gate and its reconstruction.

Description: The State Office Building Annex at 455 Golden Gate was damaged by the 1989 Loma Prieta earthquake, which worsened already existing seismic safety problems in the building. As a result, the building will be demolished and replaced. Current plans call for asbestos and other toxics removal from 455 Golden Gate beginning in November of 1995, demolition of the existing building beginning in approximately January of 1996, and construction of a New State Office Building on the site beginning a few months after demolition is complete, by mid-1996.

The proposed new building for the 455 Golden Gate site will be an 845,000 square foot office building which will range in height from 11 stories (approximately 144 feet in height) on the side directly behind the historic State Building at 350 MacAllister, to 16 stories (209 feet in height) on the side that fronts on Golden Gate Avenue and faces the Federal building across the street at 450 Golden Gate.

Demolition, planning and construction at 455 Golden Gate is estimated to cost approximately $257 million, according to Mr. Kevin Kaestner, Project Manager for the State General Services Administration. Additional costs will be incurred for bond financing, bringing the total cost to approximately $741 million over the 25-year bond payback period for the project.

San Francisco's Director of Planning was a member of the review board which chose the building design for 455 Golden Gate from among three submitted in a competitive process. Various City Departments, including the Redevelopment Agency, the Department of City Planning, the Art Commission, MUNI, and the Department of Parking and Traffic have participated in the design review of the proposed new building and in the development of the Environmental Impact Report (EIR). In addition, citizens organizations including the North of Market Planning Coalition and San Francisco Tomorrow have also participated in this process through public hearings and through the submission of written comments.

Among the many issues raised by City departments and citizens in the review process were;

- The new building violates the 80 foot height limit set by the City Planning Code and the City's Draft Civic Center Plan, and its overall size is too large for the Civic Center area.

- The building will cast a significant new shadow on the Federal Building Plaza, and other surrounding areas.

- An arcade and other features which are planned for the front of the building along Golden Gate Avenue are not pedestrian friendly, can create the feeling that the building area is dark and dangerous at night, and may cause a wind tunnel effect impacting a number of surrounding streets.

- The project would indirectly create a demand for 650 new housing units in the City, yet the State does not address housing issues in the Project.

The State has worked with City Departments and citizen organizations to mitigate a number of impacts of the planned building, and has made some design changes and other changes requested by the City. However, for those issues where the City and the State do not agree, the State's position is that the State is not subject to local regulations, including the City's Planning Code, under Government Code

§14951, which gives the State Architect the charge of construction and improvement of all State buildings.

According to Mr. Rajiv Parikh of the City Attorney's Office, in order to proceed with the 455 Golden Gate building as planned, the State will need an encroachment permit from the City in order to build a canopy on the building which extends into the City's right-of-way on Golden Gate Avenue.

The Joint Powers Authority (JPA), which is a City-State authority consisting of the San Francisco Redevelopment Agency and the State General Services Administration, is the approving body for this project. The JPA will meet on Thursday May 4th at 2:00 pm to certify the EIR approving the New State Office Building design as having met all legal requirements, and plans to proceed with final project approval approximately ten days later, according to Mr. Kaestner.

for Harvey M. Rose

cc: Supervisor Migden
Supervisor Bierman
Supervisor Teng
President Shelley
Supervisor Alioto
Supervisor Ammiano
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
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CALENDAR

HOUSING & LAND USE COMMITTEE
BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO

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REGUALR MEETING

THURSDAY, MAY 18, 1995, 10:00 A.M. ROOM 410, VETERANS BUILDING

MEMBERS: Supervisors Carole Migden, Sue Bierman, Mabel Teng

CLERK: Mary Red

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Disability Access

The Board of Supervisors Committee Meeting Room (410) and the Legislative Chamber of the Board (Room 404) are on the fourth floor at the Veterans Building, 401 Van Ness Avenue.

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1. File 12–95–25. [State Building Reconstruction] Hearing requesting the General Services Administration (GSA) to report on plans for the State Building at 450 Golden Gate Avenue and its reconstruction. (Supervisor Bierman) (Continued from 5/4/95)

   ACTION:

2. File 10–95–2. [Permit, U.N. Plaza Farmers' Market] Ordinance approving a temporary revocable permit for a Farmers' Market at United Nations Plaza for the period of May 1, 1995 through June 26, 1995. (To relocate their location on a temporary basis during construction work at United Nations Plaza.) (Chief Administrative Officer)

   ACTION:

3. File 171–95–1. Hearing to consider the feasibility of installing a traffic light at 3rd Avenue and Geary Boulevard. (Supervisors Teng, Migden)

   ACTION:

BOARD OF SUPERVISORS
Housing & Land Use Committee
Room 308, Veterans Building
San Francisco, CA. 94102

Public Hearing Notice

SF
S90.46
#3
5/18/95

CITY AND COUNTY OF SAN FRANCISCO

Public Library, Documents Dept.
ATTN: Jane Judson

BOARD OF SUPERVISORS

BUDGET ANALYST

1390 Market Street, Suite 1025, San Francisco, CA 94102 (415)554-7642

May 16, 1995

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TO: Housing and Land Use Committee

FROM: Budget Analyst Recommendations of.

SUBJECT: May 18, 1995 Housing and Land Use Committee Meeting

Item 1 - File 12-95-25

Note: This item was continued from the Housing and Land Use Committee Meeting of May 4, 1995.

Item: Hearing requesting the State General Services Administration (GSA) to report on plans for the State Building at 455 Golden Gate and its reconstruction.

Description: The State Office Building Annex at 455 Golden Gate was damaged by the 1989 Loma Prieta earthquake, which worsened already existing seismic safety problems in the building. As a result, the building will be demolished and replaced. Current plans call for asbestos and other toxics removal from 455 Golden Gate beginning in November of 1995, demolition of the existing building beginning in approximately January of 1996, and construction of a New State Office Building on the site beginning a few months after demolition is complete, by mid-1996.

The proposed new building for the 455 Golden Gate site will be an office building of approximately 1 million square feet which will range in height from 11 stories (approximately 144 feet in height) on the side directly behind the historic State Building at 350 MacAllister, to 16 stories (209 feet in height) on the side that fronts on Golden Gate Avenue and faces the Federal building across the street at 450 Golden Gate.

Demolition, planning and construction at 455 Golden Gate is estimated to cost approximately $257 million, according to Mr. Kevin Kaestner, Project Manager for the State General Services Administration. Additional costs will be incurred for bond financing, bringing the total cost to approximately $741 million over the 25-year bond payback period for the project.

San Francisco's Director of Planning was a member of the review board which chose the building design for 455 Golden Gate from among three submitted in a competitive process. Various City Departments, including the Redevelopment Agency, the Department of City Planning, the Art Commission, MUNI, and the Department of Parking and Traffic have participated in the design review of the proposed new building and in the development of the Environmental Impact Report (EIR). In addition, citizens organizations including the North of Market Planning Coalition and San Francisco Tomorrow have also participated in this process through public hearings and through the submission of written comments.

Among the many issues raised by City departments and citizens in the review process were;

- The new building violates the 80 foot height limit set by the City Planning Code and by the City's Draft Civic Center Plan, and its overall size is too large for the Civic Center area.

- The State has unused space in another building, 525 Golden Gate, which could be renovated, meeting some of the State's space needs and allowing the building at 455 Golden Gate to be smaller.

- The building will cast a significant new shadow on the Federal Building Plaza, and other surrounding areas.

- An arcade and other features which are planned for the side of the building along Golden Gate Avenue are not pedestrian-friendly, can create the feeling that the building area is dark and dangerous at night, and may cause a wind tunnel effect impacting a number of surrounding streets.

- The project would indirectly create a demand for 650 new housing units in the City, yet the State does not address housing issues in the Project.

Comments:

1. The State has worked with City Departments and citizen organizations to mitigate a number of impacts of the planned building, and has made some design changes and other changes requested by the City. However, for those issues where the City and the State do not agree, the State's position is that the State is not subject to local regulations, including the City's Planning Code, under Government Code §14951, which gives the State Architect the charge of construction and improvement of all State buildings.

2. According to Mr. Rajiv Parikh of the City Attorney's Office, in order to proceed with the 455 Golden Gate building as planned, the State will need an encroachment permit from the City in order to build a canopy on the building which extends into the City's right-of-way on Golden Gate Avenue.

3. The Joint Powers Authority (JPA), which is a City-State authority consisting of the San Francisco Redevelopment Agency and the State General Services Administration, is the approving body for this project. On Thursday, May 4th the JPA certified the EIR approving the New State Office Building design as having met all legal requirements. The JPA has deferred approval of the environmental findings and other actions necessary to the final approval of the project until a date after May 18, 1995, according to Mr. Kaestner.

Memo to Housing and Land Use Committee
May 18, 1995 Housing and Land Use Committee Meeting

Item 2 - File 10-95-2

Department: Chief Administrative Officer (CAO)

Item: Ordinance approving a temporary revocable permit for a Farmer's Market at United Nations Plaza for the period May 1, 1995 through June 26, 1995.

Description: The Board of Supervisors previously approved a revocable permit for the Farmers' Market at the United Nations Plaza (File 10-93-4). A revocable permit is a permit which can be revoked by the City for reasonable cause. The Farmers' Market, which is currently operated by the Heart of the City Farmers' Market, a nonprofit corporation, has operated at the United Nations Plaza since June of 1981. The permit area consists of the United Nations Plaza at Fulton and Leavenworth Streets. Under the terms of the permit, Heart of the City Farmers' Market pays the City a permit fee of $1.00 per year. Heart of the City Farmers' Market is also responsible for any costs associated with the operation of the Farmers' Market. A daily stall fee of $16 is charged by the Heart of the City Farmers' Market to each vendor of products offered for sale at the Farmers' Market. Such fees are used in the operation of the Farmers' Market and in the maintenance of the Plaza. The current permit, which can be revoked by the City for reasonable cause, has no stipulated time period.

The Board of Supervisors previously approved a temporary amendment to the current revocable permit for the Farmers' Market. This temporary amendment provided for the temporary relocation of the Farmers' Market, a short distance within the United Nations Plaza (see Attachment), for the period March 1, 1995 through April 30, 1995, in order to accommodate planned construction work at the Plaza (File 10-95-1). The proposed ordinance would authorize a second temporary amendment, which would allow the Farmers' Market to remain in this temporary location for the period May 1, 1995 through June 26, 1995, in order to allow additional time for the completion of the construction in the Plaza and to accommodate a convocation to honor the 50th Anniversary of the founding of the United Nations on June 26th. The CAO advises that the terms of the proposed temporary amendment are the same as the current revocable permit. After the proposed temporary amendment expires on June 26th, the Farmers' Market would return to its prior location and would again operate under the current revocable permit.

Comments:

1. As noted above, under the terms of the current permit, the City is paid a permit fee of $1.00 a year by the Heart of the City Farmers' Market. This $1.00 fee represents the only fee that is paid to the City by Heart of the City Farmer's Market.

2. The construction work being performed on the United Nations Plaza consists of the installation of a series of granite paving stones, streetlight bases and stone markers, in honor of the 50th Anniversary of the founding of the United Nations in San Francisco. The installation of these improvements, which is estimated to cost approximately $350,000, is being donated to the City by the San Francisco Foundation, a nonprofit agency. The Board of Supervisors previously approved legislation authorizing the City's acceptance of this donation from the Foundation (File 38-94-13).

3. The Department of Public Works previously reported that the installation of the paving stones, streetlight bases and stone markers will not increase the City's maintenance costs in the United Nations Plaza.

Recommendation: Approve the proposed ordinance.

Harvey M. Rose

cc: Supervisor Migden
Supervisor Bierman
Supervisor Teng
President Shelley
Supervisor Alioto
Supervisor Ammiano
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

Attachment

EXHIBIT A

SITE PLAN

NEW LOCATION OF MARKET STALLS

XXXX OLD LOCATION

MCALLISTER STREET

FEDERAL BUILDING

OFFI BUIL

fountain

UNITED NATIONS PLAZA

6TH STREET

MARKET

HYDE STREET

ORPHEUM THEATER

OFFICE BUILDING

SF
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#1
6/1/95

CALENDAR

HOUSING & LAND USE COMMITTEE
BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO

REGUALR MEETING

THURSDAY, JUNE 1, 1995, 10:00 A.M. ROOM 410, VETERANS BUILDING

MEMBERS: Supervisors Carole Migden, Sue Bierman, Mabel Teng

CLERK: Mary Red

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CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

   (a) File 20-95-8. [Traffic Regulations, Beale & Drumm Streets] Hearing recommending revocation of Tow-Away, No Stopping, 3PM - 6PM, Monday through Friday (6-Month Trial Period) traffic regulations, Beale Street, east side, between Market and Mission Streets; Drumm Street, west side, between Sacramento and California Streets. (DPT Order No. 782) (Department of Parking and Traffic)

   (b) File 40-95-11. [Residential Parking Area "S", Duboce Triangle] Resolution extending the boundaries of Residential Permit Parking Area "S" in the Duboce Triangle Area and adding to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

   (c) File 40-95-12. [Residential Parking Area "S", Duboce Triangle] Resolution extending the boundaries of Residential Permit Parking Area "S" in the Duboce Triangle Area and adding to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

   ACTION:

REGULAR CALENDAR

2. File 24-95-2. [Appeal, Minor Encroachment, 1033-1035 Broadway] Communication received from Herbert Gold, appealing the issuance of Minor Encroachment Permit No.95MSE-007 to remove portion of existing "Sidewalk Steps" to construct a warped driveway ramp, one (1) planter box, one (1) low concrete wall, three (3) entry steps and one (1) exit door to concrete landing for emergency egress from upper floor of property located at 1033-1035 Broadway.

   ACTION:

3. File 124-95-1. [Police Vehicle Parking, Harriet Street] Ordinance amending Section 32.6.3 of the San Francisco Traffic Code to modify the Police vehicle parking regulations on Harriet Street. (Department of Parking and Traffic)

   ACTION:

4. File 10–95–3. [Encroachment Permit, 2330 Post/1600 Divisadero] Resolution granting revocable permission to University of California San Francisco, to install eight (8) conduits under Post Street for pneumatic messenger tubes, electrical and communication purposes between 2330 Post Street (Block 1076, Lot 35) and 1600 Divisadero Street (Block 1077, Lot 27), and adopting findings pursuant to City Planning Code Section 101.1. (Department of Public Works)

   ACTION:

5. File 12–95–31.1 [New State Building/455 Golden Gate Avenue] Resolution requesting that the Joint Powers Authority select Alternative 2 for the Civic Center Complex, supporting modification of the design of the building, requesting additional mitigation measures and indicating to the Authority the opposition of the Board of Supervisors to any encroachment on or over Golden Gate Avenue. (Supervisor Bierman)

ACTION:

HOUSING AND LAND USE COMMITTEE
BOARD OF SUPERVISORS
ROOM 308, VETERANS BUILDING
SAN FRANCISCO, CA 94102

IMPORTANT
HEARING NOTICE

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6/1/95

CITY AND COUNTY OF SAN FRANCISCO

Public Library, Documents Dept.
ATTN: Jane Judson

BOARD OF SUPERVISORS

BUDGET ANALYST

1390 Market Street, Suite 1025, San Francisco, CA 94102 (415)554-7642

May 30, 1995

TO: Housing and Land Use Committee

FROM: Budget Analyst

SUBJECT: June 1, 1995 Housing and Land Use Committee Meeting

Item 4 - File 10-95-3

Department: Department of Public Works (DPW)

Item: Resolution granting revocable permission to the University of California, San Francisco to install eight conduits under Post Street for pneumatic messenger tubes and for electrical and communication purposes between 2330 Post Street and 1600 Divisadero Street, and adopting findings pursuant to City Planning Code Section 101.1.

Description: The proposed resolution would grant permission to University of California, San Francisco to encroach upon a portion of City property under Post Street between Broderick and Scott Streets. Such encroachment would permit UCSF to install conduits for pneumatic (operated by air pressure) messenger tubes and for electrical and communication purposes.

The Board of Supervisors may revoke the proposed permission at will. In addition, permission would automatically be terminated if UCSF failed to continue insurance protection for the encroachment. The permission would not become effective until UCSF has executed a street encroachment agreement and until the Controller has reviewed UCSF's insurance policy for the encroachment.

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Under the proposed resolution, UCSF would, in accordance with the State Government Code Section 4216.1 become a

member of the Underground Service Alert - Northern California. The purpose of this organization is to alert appropriate agencies (i.e., Pacific Gas and Electric, telephone companies, and the City's Water Department) that excavation is going to occur at a specific site so that these agencies are aware that the excavation is taking place and can go to the site and mark the area if they have any lines, cables, etc., in the immediate area.

The proposed resolution also provides that the Board of Supervisors would reserve the right to charge UCSF a recurring rental fee for the encroachment on public property. In addition, UCSF would be responsible for procuring the necessary permits and paying for the necessary permit and inspection fees before starting construction work. UCSF would also assume all costs, including maintenance and repairs associated with the encroachment, as well as any removal or relocation expenses. There are to be no costs incurred by the City.

Comment:

1. The City Planning Commission has declared that the project intended by the encroachment is consistent with the eight priority policies of City Planning Code Section 101.1.

2. DPW advises that UCSF has executed a street encroachment agreement with the City. The DPW reports that the Department held a public hearing on May 3, 1995 on the proposed encroachment and no objections were made to the project.

3. DPW advises that UCSF has paid the required permit processing fee of $800 to the City. Once the construction costs have been calculated for the proposed project, UCSF will also be required to pay an, as yet undetermined, inspection fee which would be based on a percentage of the construction costs.

Recommendation: Approve the proposed resolution.

Item 5 - File 12-95-13.1

Item: Resolution requesting that the Joint Powers Authority select *Alternative 2* for the State of California's group of office buildings known as the Civic Center complex, supporting modification of the design of the building, requesting additional mitigation measures, and indicating to the Authority the opposition of the Board of Supervisors to any encroachment on or over Golden Gate Avenue.

Description: The State Office Building Annex at 455 Golden Gate was damaged by the 1989 Loma Prieta earthquake, which worsened already existing seismic and other safety problems in the building. As a result, the building, which is approximately 384,000 square feet and ranges from 7 to 9 stories in height, will be demolished and replaced. Current plans call for asbestos and other toxics removal from 455 Golden Gate beginning in November of 1995, demolition of the existing building beginning in approximately January of 1996, and construction of a New State Office Building on the site beginning a few months after demolition is complete, by mid-1996.

The proposed new building for the 455 Golden Gate site would be an office building of approximately 1 million square feet which will range in height from 11 stories (approximately 144 feet in height) on the side directly behind the historic State Building at 350 MacAllister, to 16 stories (209 feet in height) on the side that fronts on Golden Gate Avenue and faces the Federal building across the street at 450 Golden Gate. This proposed building has been chosen by the State General Services Administration as the preferred alternative.

Among the many issues raised by City departments and citizens in the process of reviewing the design for the new building at 455 Golden Gate were;

- The new building plan violates the 80 foot height limit set by the City Planning Code and the City's Draft Civic Center Plan, and its overall size is too large for the Civic Center area.

- The building will cast a significant new shadow on the Federal Building Plaza, and other surrounding areas.

- The building will increase wind speeds affecting the surrounding streets and the Civic Center and Federal Building plazas.

• The State has unused space in another building, 525 Golden Gate, which could be renovated, meeting some of the State's space needs and allowing the building at 455 Golden Gate to be smaller (this is what is proposed in Alternative 2 of the EIR, and referenced in the proposed resolution).

Alternative 2, which is the building plan supported by the proposed resolution, would reduce the overall size of the building at 455 Golden Gate by approximately 124,000 square feet, and reduce the height of the building by three stories. Alternative 2 would also refurbish approximately 120,000 square feet at 525 Golden Gate to provide for the remainder of the State's need for office space.

The proposed resolution also requests that the State redesign the building at 455 Golden Gate to remove a metal and glass wind foil extending from the third floor level over Golden Gate Avenue which has been included in the building to break up wind and reduce wind speed. Questions have been raised regarding the seismic safety of this feature. Because the wind foil extends into the City's right-of-way over Golden Gate Avenue, the wind foil would require an encroachment permit from the City, according to Mr. Rajiv Parikh of the City Attorney's Office. The proposed resolution states that the Board of Supervisors is opposed to the wind foil, and opposed to the encroachment onto City property that it represents.

Demolition and construction for Alternative 1 at 455 Golden Gate is estimated to cost approximately $200 million, according to Mr. Kevin Kaestner, Project Manager for the State General Services Administration. Additional costs will be incurred for design, project management, and bond financing, bringing the total cost to approximately $741 million over the 25-year bond payback period for the project. Construction costs for Alternative 2 would be approximately $17 million more than the planned building, or $217 million, with design, project management and bond financing costs bringing the total cost of Alternative 2 to $55 million more than Alternative 1, or $796 million over the 25-year bond payback period.

Comments:

1. The State has worked with City Departments and citizen organizations to mitigate a number of impacts of Alternative 1, and has made some design changes and other changes requested by the City. However, for those issues where the City and the State do not agree, the State's position is that the State is not subject to local regulations, including the City's Planning Code, under State Government Code §14951, which

places the State Architect in charge of construction and improvement of all State buildings.

2. The Joint Powers Authority (JPA), which is a City-State authority consisting of the San Francisco Redevelopment Agency and the State General Services Administration, is the approving body for this project. On Thursday, May 4, 1995, the JPA certified the EIR approving Alternative 1 as having met all legal requirements. The JPA has deferred approval of the environmental findings and other actions necessary to the final approval of the project. A JPA meeting to discuss these necessary approvals is tentatively scheduled for June 1, 1995, according to Mr. Kaestner.

Harvey M. Rose

cc: Supervisor Migden
Supervisor Bierman
Supervisor Teng
President Shelley
Supervisor Alioto
Supervisor Ammiano
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

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6/15/95

CALENDAR

HOUSING & LAND USE COMMITTEE
BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO

REGULAR MEETING

THURSDAY, JUNE 15, 1995, 10:00 A.M. ROOM 410, VETERANS BUILDING

MEMBERS: Supervisors Carole Migden, Sue Bierman, Mabel Teng

CLERK: Mary Red

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   (a) File 18–95–8. [Stop Signs – Establish] Hearing recommending establishment of "Stop Signs", Pacheco Street and Magellan Avenue, northwest and southeast corners, stopping Pacheco Street (makes this an all–way STOP); Washington and Locust Streets, northeast and southwest corners, stopping Washington Street (makes this an all–way STOP). (DPT Order No. 830). (Department of Parking and Traffic)

   (b) File 18–95–9. [Stop signs, Grant Avenue/North Point Street] Hearing recommending establishment of Stop signs, Grant Avenue and North Street, northwest corner, stopping Grant Avenue (stops the stem of this T–intersection). DPT Order No. 840. (Parking and Traffic Department)

   (c) File 19–95–6. [Parking Regulations, Various Locations] Hearing recommending establishment and revocation of parking regulations, various locations. (DPT Order No. 830). (Department of Parking and Traffic)

   10–MINUTE PARKING, 6 PM – 9 PM, MONDAY THROUGH SATURDAY – ESTABLISH.
   Fillmore Street, east side, from 110 feet to 132 feet south of Sutter Street (22–foot zone at meter no. 1718).

   10–MINUTE PARKING, 6 PM – MIDNIGHT, MONDAY THROUGH SATURDAY – ESTABLISH.
   Market Street, south side, from 72 feet to 116 feet east of 16th Street (44–foot zone at meter nos. 2257 and 2259).

   NO PARKING ANYTIME – RESCIND
   Upper Terrace, west side, from the north property line of 389 Upper Terrace to 46.5 feet southerly (shortens existing zone by 46.5 feet).

   PERPENDICULAR (90–DEGREE ANGLE) PARKING – ESTABLISH
   De Haro Street, east side, between 23rd and 24th Streets (legalizes existing condition).

   De Haro Street, west side, from 23rd Street to a point 52 feet north of 24th Street (legalizes existing condition).

   TWO–HOUR PARKING TIME LIMIT, 7 AM – 6 PM, MONDAY THROUGH FRIDAY – ESTABLISH.
   Townsend Street, north side, between 4th and 5th Streets.

   DIAGONAL (90–DEGREE ANGLE) PARKING – ESTABLISH
   Green Street, south/west side, from terminus east of Jones Street to 25 feet northerly (25–foot zone accommodating 2 parking stalls).

   DIAGONAL (APPROXIMATELY 45–DEGREE ANGLE) PARKING – ESTABLISH
   Green Street, north/east side, from terminus east of Jones Street to 50 feet northerly (50–foot zone accommodating 4 parking stalls).

(d) File 19–95–7. [Parking Regulations, various locations] Hearing recommending establishment and revocation of parking regulations, various streets. DPT Order No. 840. (Parking and Traffic Department)

NO PARKING ANYTIME – RESCIND.
Ice House Alley, east side, from Green Street to north end (existing zone to be modified to accommodate a new yellow zone).

NO PARKING ANYTIME – ESTABLISH.
Ice House Alley, east side, from 110 feet north of Green Street to north end.

Ice House Alley, east side, from Green Street to 76 feet northerly (76–foot zone).

ONE HOUR PARKING TIME LIMIT, 9 AM – 4 PM, MONDAY THROUGH SATURDAY – RESCIND.
PARKING METER AREA No. 3 (1–HOUR TIME LIMIT, 9 AM – 4 PM, MONDAY THROUGH SATURDAY) –ESTABLISH.
Gough Street, east side, between Page and Haight Streets.

ONE HOUR PARKING TIME LIMIT, 7 AM – 6 PM, MONDAY THROUGH SATURDAY – RESCIND.
PARKING METER AREA NO. 3 (1–HOUR TIME LIMIT, 9 AM – 6 PM, MONDAY THROUGH SATURDAY) – ESTABLISH.
Gough Street, both sides, between Oak and Page Streets.

Gough Street, west side, between Page and Haight Streets.

(e) File 20–95–9. [Traffic Regulations, Various Locations] Hearing recommending establishment of traffic regulations, various locations. (DPT Order No. 830). (Department of Parking and Traffic)

NO LEFT TURN OR U–TURN – ESTABLISH
Laguna Honda Boulevard, both directions, at Forest Hill Station turnaround.

TOW–AWAY, NO STOPPING ANYTIME – ESTABLISH
Scott Street, west side, from Oak Street to 105 feet northerly (105–foot zone eliminates 1 parking space to allow the traffic lanes to be widened).

(f) File 20–95–10. [Traffic Regulations, Various Locations] Hearing recommending establishment and relocation of traffic regulations, various locations. DPT Order No. 840. (Department of Parking and Traffic)

BICYCLE LANES – ESTABLISH.
16th Street, eastbound and westbound, between Kansas and Mississippi Streets.

16th Street, eastbound and westbound, between Pennsylvania and Third Streets.

NO LEFT TURN – RESCIND.
NO LEFT TURN, EXCEPT MUNI – ESTABLISH.
Mission Street, westbound, at 11th Street.

NO LEFT TURN, 7 AM – 9 AM AND 4 PM – 6 PM, EXCEPT SUNDAY – RESCIND.
Broadway, eastbound, at Sansome Street.

TOW AWAY, NO STOPPING ANYTIME – ESTABLISH.
South Van Ness Avenue, west side, from Mission Street to 190 feet southerly (190–foot zone).

South Van Ness Avenue, west side, from Otis Street to 240 feet northerly (240–foot zone, eliminates meter nos. 38 and 40).

LEFT LANE MUST TURN LEFT – ESTABLISH.
South Van Ness Avenue, southbound, at 12th Street.

ACTION:

REGULAR CALENDAR

2. File 164–95–2. [Street Vacation – Mission Bay] Resolution declaring intention of the Board of Supervisors to vacate a portion of Third Street in the Mission Bay Project area; adopting findings pursuant to City Planning Code Section 101.1; and finding that the vacation is part of the Mission Bay Project for purposes of California Environmental Quality Act and readopting the Mission Bay findings; setting date for public hearing; companion measure to File 164–95–2.1 (Real Estate Department)

   ACTION:

3. File 164–95–2.1. [Street Vacation – Mission Bay] Ordinance ordering the vacation of a portion of Third Street within the Mission Bay Project area; adopting findings that the vacation is consistent with the City's Master Plan and Eight Priority Policies of City Planning Code Section 101.1; and finding that the vacation is part of the Mission Bay Project for purposes of compliance with the California Environmental Quality Act and readopting the Mission Bay findings; companion measure to File 164–95–2. (Real Estate Department)

   ACTION:

4. File 223–95–5. [Liquor License, "Beyond Therapy", 340 Mason St.] Hearing to consider if public convenience and necessity will warrant the issuance of a liquor license at "Beyond Therapy", Mason Street Theater, 340 Mason Street. Filed by Jim Miller, General Manager.

   ACTION:

5. File 223–95–6. [Liquor License, Chiotras Market, 858 Rhode Island] Hearing to consider if public convenience and necessity will warrant the issuance of a liquor license at Chiotras Market, 858 Rhode Island. Filed by Pu Yang Kim, Owner/Operator.

   ACTION:

6. File 223–95–8. [Pleasant Surprises Liquor License Transfer] Hearing to consider that transfer of Pleasant Surprises' liquor license from 579 Market Street to 88 First Street, Suite 501, will serve the convenience and necessity of the people of the City and County of San Francisco. Filed by Robin Koltenuk.

   ACTION:

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6/15/95

CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET ANALYST

1390 Market Street, Suite 1025, San Francisco, CA 94102 (415)554-7642

June 13, 1995

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TO: Housing and Land Use Committee

FROM: Budget Analyst Recommendation of

SUBJECT: June 15, 1995 Housing and Land Use Committee Meeting

Items 2 and 3 - Files 164-95-2 and 164-95-2.1

Departments: Real Estate
Port

Items: Item 2, File 164-95-2 - Resolution declaring the intention of the Board of Supervisors to vacate a portion of Third Street in the Mission Bay Project area; adopting findings pursuant to City Planning Code Section 101.1; and finding that the vacation is part of the Mission Bay Project for purposes of compliance with the California Environmental Quality Act. and readopting the Mission Bay findings.

Item 3, File 164-95-2.1 Ordinance ordering the vacation of a portion of Third Street within the Mission Bay Project area; adopting findings that the vacation is consistent with the City's Master Plan and Eight Priority Policies of City Planning Code Section 101.1; and finding that the vacation is part of the Mission Bay Project for purposes of compliance with the California Environmental Quality Act and readopting the Mission Bay findings.

Description: The Real Estate Department reports that the Port has requested the vacation of a portion of undeveloped City land on Third Street, between 4th and Channel Streets, in the Mission Bay Project area for the development of Pier Park. Pier Park, which is included in the approved Mission Bay Project Specific Plan, is a wetlands preserve, which is under

development by Catellus Development Corporation. Pier Park includes 10.8 acres of land. The Port advises that Catellus Development Corporation currently pays the Port an annual lease payment of $968,367, based on the inclusion of the proposed vacated land as a portion of Pier Park. The proposed resolution (File 164-95-2) would have no additional fiscal impact on the City.

The Real Estate Department reports that the land proposed to be vacated on Third Street borders Pier Park and is approximately 79,950 square feet. According to the Real Estate Department, the Director of Public Works has indicated that the subject property is no longer needed for present or future public street purposes.

Under the proposed resolution (164-95-2) the Department of Public Works' jurisdiction over the proposed vacated portion of Third Street will be relinquished to the Port which would acquire jurisdiction over the area.

The Department of City Planning reports that the proposed vacation is consistent with the City's Master Plan and is consistent with the Eight Priority Policies of Planning Code Section 101.1.

Comments:

1. The proposed resolution (File 164-95-2) would set a hearing date regarding the proposed vacation for July 31, 1995.

2. If the finding by the Board of Supervisors at the public hearing is in favor of the proposed vacation, the proposed ordinance (File 164-95-2.1) which authorizes the vacation, would then be considered by the full Board of Supervisors at its meeting of July 31, 1995.

Recommendations: 1. Approve the proposed resolution (File 164-95-2).

2. Refer the proposed ordinance to the Board of Supervisors without recommendation (File 164-95-2.1).

Harvey M. Rose

cc: Supervisor Migden
Supervisor Bierman
Supervisor Teng
President Shelley
Supervisor Alioto
Supervisor Ammiano
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

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7/6/95

CALENDAR

HOUSING & LAND USE COMMITTEE
BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO

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REGULAR MEETING

THURSDAY, JULY 6, 1995, 10:00 A.M. ROOM 410, VETERANS BUILDING

MEMBERS: Supervisors Carole Migden, Sue Bierman, Mabel Teng

CLERK: Mary Red

* * * * * * * * * * * * * * *

Disability Access

The Board of Supervisors Committee Meeting Room (410) and the Legislative Chamber of the Board (Room 404) are on the fourth floor at the Veterans Building, 401 Van Ness Avenue.

Both the Committee Room and the Chamber are wheelchair accessible. The closest accessible BART Station is Civic Center, 2 1/2 blocks from City Hall. Accessible MUNI line serving this location is the #42 Downtown Loop as well as the METRO stations at Van Ness and Market and at Civic Center. For more information about MUNI accessible services, call 923-6142.

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For American sign language interpreters or the use of a reader during a meeting, contact Violeta Mosuela at (415) 554-7704.
For a large print copy of an agenda, contact Moe Vazquez at (415) 554-4909.

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City to accommodate these individuals.

CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

   (a) File 19-95-8. [Parking Regulations] Hearing recommending establishment of "No Parking, 3AM - 6AM, Monday through Friday", Geary Street, south side, from 33 feet to 77 feet east of Powell Street (44-foot zone at meter nos. 235 and 237) DPT Order No. 849. (Department of Parking and Traffic)

   (b) File 20-95-11 [Traffic Regulations, Various locations] Hearing recommending revocation and establishment of traffic regulations, various locations. DPT Order No. 849. (Department of Parking and Traffic)

NO LEFT TURN RESCIND
NO LEFT TURN, 4PM - 6PM, MONDAY THROUGH FRIDAY; AND NO LEFT TURN, EXCEPT TAXIS, ALL OTHER TIMES - ESTABLISH.
Mission Street, eastbound, at 5th Street
Mission Street, eastbound, at 6th Street
Mission Street, eastbound, at 7th Street.

NO LEFT TURN, 4PM - 6PM, MONDAY THROUGH FRIDAY - RECIND.
NO LEFT TURN, 3:30 PM - 7 PM, MONDAY THROUGH FRIDAY - ESTABLISH.
2nd Street, southbound, at Bryant Street.

NO RIGHT TURN BEFORE CANDLESTICK PARK EVENTS - ESTABLISH
Jamestown Avenue, southbound, at Harney Way.

ONE-WAY STREET - ESTABLISH.
34th Avenue, southbound, between Wawona and Yorba Streets.

TOW-AWAY, NO PARKING ANYTIME - ESTABLISH.
Shakespeare Street, east side, between Head and DeLong Streets.

Shakespeare Street, south side, from 102 feet to 151 feet west of Rhine Street (49-foot zone opposite #114 Shakespeare Street, eliminates 2 parking spaces).

Shakespeare Street, south side, from 176 feet to 202 feet west of Rhine Streets (26-foot zone opposite #124 Shakespeare Street, eliminates 1 parking spaces).

Shakespeare Street, south side, from 303 feet to 333 feet west of Rhine Street (30-foot zone opposite #140 Shakespeare Street, eliminates 2 parking spaces).

TOW-AWAY, NO STOPPING ANYTIME - ESTABLISH.
Bay Street, both sides, between Kearny Street and The Embarcadero.
Kearny Street, west side, between The Embarcadero and Bay Street.
King Street, south side, between 2nd and 3rd Streets.
The Embarcadero, both sides, between Folsom and Harrison Streets.
The Embarcadero, both sides, from Bryant Street to 215-feet northerly (215-foot zone).
The Embarcadero, east side, between Kearny Street and Broadway, except within parking bays.
The Embarcadero, east side, from Brannan Street to 300 feet northerly (300-foot zone).
The Embarcadero, west side, from Brannan Street to 150 feet northerly (150-foot zone).
The Embarcadero, west side, from Broadway to approximately 340 feet northerly (340-foot zone, to end of parking bay).
The Embarcadero, west side, from Kearny Street to approximately 170 feet south of Battery Street (to end of parking bay).
The Embarcadero, west side, from Townsend Street to 177 feet northerly (177-foot zone).

BICYCLE LANES - ESTABLISH.
King Street, both sides, between Townsend and 2nd Streets.
King Street, south side, from 2nd Street to approximately 420 feet westerly (420-foot zone, to the mid-block crosswalk).
The Embarcadero, both sides, between Folsom and Townsend Streets.
The Embarcadero, both sides, between North Point Street and Broadway.

NO LEFT OR U-TURN - ESTABLISH.
The Embarcadero, both directions, at Harrison Street.
The Embarcadero, both directions, at Pier 23 (at mid-block crosswalk).
The Embarcadero, southbound, at Bay Street.

RIGHT LANE MUST TURN RIGHT - ESTABLISH.
The Embarcadero, southbound, at Battery and Lombard Streets.
The Embarcadero, southbound, at Brannan Street.
The Embarcadero, southbound, at Bryant Street.

RIGHT TURN ONLY - RESCIND
LEFT LANE MUST TURN LEFT - ESTABLISH
TWO RIGHT LANES MUST TURN RIGHT - ESTABLISH

Bay Street, eastbound, at The Embarcadero.

ONE-WAY STREET - RESCIND.

Kearny Street, northbound, between Bay Street and The Embarcadero.

(c) File 124-95-2. [Speed Limit] Ordinance amending Traffic Code by deleting Section 174.05 and adding Sections 176.36 through 176.38 thereto, concerning the speed limits on Cargo Way, Hunters Point Boulevard, and a portion of Innes Avenue. (Dept. of Parking and Traffic)

ACTION:

REGULAR CALENDAR

2. File 223-95-6. [Liquor License, Chiotras Market, 858 Rhode Island] Hearing to consider if public convenience and necessity will warrant the issuance of a liquor license at Chiotras Market, 858 Rhode Island. Filed by Pu Yang Kim, Owner/Operator.

   ACTION:

3. File 223-95-7. [Liquor License, 4304 Market Street] Hearing to consider if public convenience and necessity will warrant the issuance of a liquor license at Mission Silver Market, 4304 Market Street. Filed by Samuel S. Tak.

   ACTION:

4. File 223-95-11. [Liquor License at 1573 Powell Street] Hearing to consider that transfer of liquor license from 5000 Mission Street to 1573 Powell Street will serve the convenience and necessity of the people of the City and County of San Francisco. Filed by Saif Ataya.

   ACTION:

5. File 223-95-12. [Liquor License, Payless Drug Store #4345] Hearing to consider if public convenience and necessity will warrant the issuance of a liquor license at Payless Drug Store #4345, 3975 Alemany Boulevard, San Francisco. Filed by Radona Malin, Executive Secretary, on behalf of Thrifty Drugs/Payless Drug Stores.

   ACTION:

6. File 223-95-13. [Liquor License, 22 Peace Plaza, Space 240] Hearing to consider if public convenience and necessity will warrant the issuance of a liquor license at 22 Peace Plaza, Space 240. Filed by Ying Ho Lam.

   ACTION:

7. File 85-95-2. [Central Freeway – Status Report] Hearing to consider the status of the Central Freeway as required by Resolution 909-94, with input from the Citizens Advisory Task Force, CalTrans and other concerned parties. (Supervisors Migden, Hallinan)

   ACTION:

HOUSING AND LAND USE COMMITTEE
BOARD OF SUPERVISORS
ROOM 308, VETERANS BUILDING
SAN FRANCISCO, CA 94102

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Public Library, Documents Dept.
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CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET ANALYST

1390 Market Street, Suite 1025, San Francisco, CA 94102 (415)554-7642

June 30, 1995

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TO: Housing and Land Use Committee

FROM: Budget Analyst Recommendation of

SUBJECT: July 6, 1995 Housing and Land Use Committee Meeting

Item 7 - File 85-95-2

Item: Hearing to consider the status of the Central Freeway as required by Resolution 909-94, with input from the Central Freeway Citizens Advisory Task Force, Caltrans, and other concerned parties.

Description: The Central Freeway was damaged in the October 1989 Loma Prieta earthquake, necessitating closure and removal of part of the elevated freeway structure, shoring up of the remainder, and restoration of traffic service and safety in the area through retrofit and/or new construction of the freeway. The Federal Highway Administration (FHWA) has designated up to $40 million in Federal Emergency Relief Funds (ER Funds) for these purposes. These funds are administered by the State Department of Transportation (Caltrans).

In October of 1994, the Board of Supervisors approved a resolution taking action with regard to the Central Freeway. Resolution 909-94 (File 85-94-4) took the following steps:

- Accepted the recommendations of a study conducted by Wilbur Smith Associates for the Department of Parking and Traffic, showing that alternatives to a full retrofit of the Freeway can address local and regional transportation needs;

- Notified the State Department of Transportation (Caltrans) of the Board of Supervisors wish that neither demolition nor full retrofit of the Central Freeway be undertaken until a further Alternatives Analysis Study could be completed;

• Renamed and expanded the community task force working on this issue in anticipation of the need for wider community participation in the Alternatives Analysis Study process;

• Requested that the Department of Parking and Traffic report monthly to the Housing and Land Use Committee on the progress of the Study, and that a final recommendation be submitted no later than June 1, 1995 from the City to Caltrans regarding a preferred alternative plan for the Freeway.

Mr. Jerry Robbins of the Department of Parking and Traffic reports that because approval of Emergency Relief funding to conduct the Alternatives Analysis Study was delayed, the Study will not be completed until September (See Comment No. 1). A City recommendation regarding the Central Freeway is expected to be reached soon after completion of the study, according to Mr. Robbins.

Mr. Robbins reports that the Alternatives Analysis Study process is currently considering 7 possible alternatives for the Central Freeway. Mr. Robbins notes that construction costs and timelines for these alternatives have not yet been determined. The alternatives are summarized as follows:

1) Double Deck Retrofit - This alternative would retrofit the existing double deck structure, representing the status quo.

2) Single Deck Retrofit - This alternative would retrofit and connect portions of the existing upper and lower decks of the freeway and demolish other portions, resulting in a single deck freeway terminating at Fell and Laguna Streets.

3) Low Deck Over Market - This alternative would provide for a low single-deck crossing of Market Street with an underpass below Haight Street and terminating at Oak Street.

4) Deep Tunnel Under Market- This alternative would provide for a tunnel beginning at Valencia Street, passing under Market, and terminating at Oak Street.

5) Street Reversal South of Market - This alternative would terminate the freeway south of Market Street and reverse the direction of several South of Market one-way streets in order to disperse traffic from the freeway onto several routes.

6) Direct Ramp to South Van Ness - This alternative would terminate the freeway south of Market Street and provide a new ramp connecting to South Van Ness and to a continuation of Franklin Street south of Market Street.

7) Tenth Street Tunnel - This alternative would terminate the freeway south of Market Street and provide a shallow tunnel under Market Street and above Muni Metro at 10th Street.

Comments: 1. The Alternatives Analysis Study is being conducted by Wilbur Smith Associates, under contract to DPT, for an amount of $400,000. The Study is funded with Federal Emergency Relief funds.

2. As noted above, approximately $40 million in Federal Emergency Relief funds has been made available for the Central Freeway. Of this amount, approximately $13 million has been expended to date on removal of the damaged freeway ramps, traffic routing, signs, safety modifications, and planning costs, according to DPT. As such, approximately $27 million in Federal ER funding remains available for retrofit or construction of a Central Freeway alternative.

2. Mr. Robbins, staff of Wilbur Smith Associates who are conducting the Alternative Analysis Study, and members of the Citizens Advisory Task Force on the Central Freeway, will attend the Housing and Land Use Committee Meeting of July 6, 1995 to report on their progress to date and provide the Committee with further details on the alternatives summarized above.

Harvey M. Rose

cc: Supervisor Migden
Supervisor Bierman
Supervisor Teng
President Shelley
Supervisor Alioto
Supervisor Ammiano
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

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CALENDAR

HOUSING & LAND USE COMMITTEE
BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO

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JUL 28 1995
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REGULAR MEETING

THURSDAY, AUGUST 3, 1995, 10:00 A.M. ROOM 410, VETERANS BUILDING

MEMBERS: Supervisors Carole Migden, Sue Bierman, Mabel Teng

CLERK: Mary Red

* * * * * * * * * * * * * * *

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1. File 223–95–7. [Liquor License, 4304 Mission Street] Hearing to consider if public convenience and necessity will warrant the issuance of a liquor license at Mission Silver Market, 4304 Mission Street. Filed by Samuel S. Tak.
(Continued from 7/6)

ACTION:

2. File 223–95–10. [Liquor License at 17 Kearny Street] Hearing to consider if public convenience and necessity will warrant the issuance of a liquor license at 17 Kearny Street, San Francisco. Filed by Jay Chapman.
(Continued from 7/6)

ACTION:

3. File 223–95–11. [Liquor License at 1573 Powell Street] Hearing to consider that transfer of liquor license from 5000 Mission Street to 1573 Powell Street will serve the convenience and necessity of the people of the City and County of San Francisco. Filed by Saif Ataya.
(Continued from 7/6)

ACTION:

4. File 223–95–12. [Liquor License, Payless Drug Store #4345] Hearing to consider if public convenience and necessity will warrant the issuance of a liquor license at Payless Drug Store #4345, 3975 Alemany Boulevard, San Francisco. Filed by Radona Malin, Executive Secretary, on behalf of Thrifty Drugs/Payless Drug Stores.
(Continued from 7/6)

ACTION:

5. File 223–95–13. [Liquor License, 22 Peace Plaza, Space 240] Hearing to consider if public convenience and necessity will warrant the issuance of a liquor license at 22 Peace Plaza, Space 240. Filed by Ying Ho Lam.
(Continued from 7/6)

ACTION:

6. File 223–95–15. [Liquor License Transfer, Fair Trade Grocery] Hearing to consider if public convenience and necessity will warrant the transfer of a liquor license for the Fair Trade Grocery from 464 Broadway to 460 Broadway. Filed by Kenneth Jeong.

ACTION:

7. File 34–95–1. [Sidewalk Width Regulations, Castro Street] Ordinance amending Ordinance No. 1061 entitled "Regulating the Width of Sidewalks" by adding thereto Section No. 1518 changing official widths of sidewalks on Castro Street Bus Bulbs Project as shown on the Department of Public Works Drawings labeled Q–20–245 and Q–20–246; and making findings pursuant to Planning Code Section 101.1.
(Department of Public Works)

ACTION:

8. File 97–95–36. [Residential Rent Stabilization Fee] Ordinance amending Article 37A of the San Francisco Administrative Code by amending Section 37A.4 to provide for collecting the Residential Rent Stabilization and Arbitration Fee on property tax bills. (Residential Rent Stabilization and Arbitration Board)

ACTION:

9. File 109–95–4. [Rent Control, Business Improvement District] Resolution urging the Mayor to urge the Residential Rent and Arbitration Board to promulgate rules and regulations that would prohibit the pass–through of assessments collected through a business improvement district to low income residential dwelling units. (Supervisor Kaufman)

ACTION:

10. File 124–95–3. [Centralized Parking Meter] Ordinance amending Traffic Code Section 32.10 to provide for the use of a centralized parking meter in municipal off–street lots controlled by parking meters. (Department of Parking and Traffic)

ACTION:

HOUSING AND LAND USE COMMITTEE
BOARD OF SUPERVISORS
ROOM 308, VETERANS BUILDING
SAN FRANCISCO, CA 94102

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CITY AND COUNTY OF SAN FRANCISCO

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BOARD OF SUPERVISORS

BUDGET ANALYST

1390 Market Street, Suite 1025, San Francisco, CA 94102 (415)554-7642

August 1, 1995

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TO: Housing and Land Use Committee

FROM: Budget Analyst

SUBJECT: August 3, 1995 Housing and Land Use Committee Meeting

Item 8 - File 97-95-36

Department: Rent Stabilization and Arbitration Board (Rent Board)

Item: Ordinance amending Article 37A of the San Francisco Administrative Code by amending Section 37A.4 to provide for collecting the Residential Rent Stabilization and Arbitration fee on property tax bills.

Description: The proposed ordinance would amend Section 37A.4 of the City's Administrative Code to place the annual Rent Board fee onto the property owner's annual property tax bills. The annual Rent Board fee is assessed on all residential rental units covered by the Residential Rent Stabilization and Arbitration Ordinance. The annual Rent Board fee is currently $10 per residential unit. The annual fee for guest rooms is currently $5 per unit.

Presently, the annual Rent Board fee is mailed as a separate bill by the Tax Collector's Office to the property owner.

The current provisions in the Administrative Code state that the Rent Board fee is due and payable on October 1st. Under the proposed ordinance, the Tax Collector would include the fee as a special assessment on the property tax bill. Under the proposed ordinance, all laws applicable to the collection and enforcement of ad valorem property taxes

would be applicable to the collection and enforcement of the Rent Board fee special assessment.

Comments:

1. The proposed change in this ordinance was recommended in the Budget Analyst's Management Audit of the Tax Collector's Office completed in April, 1995. As reported in this Management Audit, combining the Rent Board fee with the property tax bill would improve the efficiency of the Tax Collector's operations by eliminating duplication of effort, would provide more unified Tax Collector information systems, would reduce the Tax Collector's mailing and administrative expenses, would enhance customer services and would increase revenue collections for the City.

In FY 1994-95, the Tax Collector mailed approximately 83,000 initial Rent Board fee statements. Since the current legislation requires that four overdue notices be sent for delinquent Rent Board fees, to date, all of the overdue bill notices have not yet been mailed. However, in prior years approximately an additional 57,000 notices of overdue bills were issued by the Tax Collector's Office. The mailing and printing costs alone to send such notices cost is approximately $33,000, not including staff time, overhead or other expenses. Combining the property tax bill with the Rent Board fee would eliminate the need for the Tax Collector's Office to prepare, mail and process these separate mailings. In addition, property tax owners currently can receive a series of bills from the Tax Collector's Office for the same property, and each bill must be paid separately. Under the proposed ordinance, the Rent Board fee would be consolidated with the property tax bill, under one lien procedure and payment process. The property tax bills can be paid in two installments, in December and April of each fiscal year.

2. According to Mr. Richard Sullivan of the Tax Collector's Office, if the proposed ordinance is approved in August, 1995, the Tax Collector's Office would be able to implement the legislation in time for the property tax bill mailings in the Fall of 1995.

3. In FY 1995-96, the Tax Collector estimates that it will cost approximately $192,000 in labor, materials and supplies and mailing expenses to collect the annual Rent Board fee. The Rent Board and the Tax Collector estimate that the fee will generate approximately $2,050,000 in revenue in FY 1995-96. If the proposed ordinance is approved, the Tax Collector estimates that in FY 1995-96, it would cost approximately $75,000 in labor, materials and

supplies and mailing expenses to collect the same, or possibly more revenues, for a cost savings of $117,000. In future years, the Tax Collector acknowledges that these costs may decrease even further, as the number of questions from the public declines as property taxpayers become more familiar with the consolidated bill format and as existing Tax Collector property tax staff become more familiar with the Rent Board fee requirements.

Recommendation: Approve the proposed ordinance.

Memo to Housing and Land Use Committee
August 3, 1995 Housing and Land Use Committee Meeting

Item 9 - File 109-95-4

Department: Residential Rent and Arbitration Board (Rent Board)

Item: Resolution urging the Mayor to urge the Residential Rent and Arbitration Board to promulgate rules and regulations that would prohibit the pass-through of assessments collected through a Business Improvement District to tenants occupying low-income residential dwelling units.

Description: The proposed resolution would urge the Rent Board, through the Mayor, to develop rules and regulations to prohibit Business Improvement District assessments to be passed-through to tenants occupying low-income residential dwelling units. In April, 1995, the Board of Supervisors approved an ordinance (File 127-95-2) to establish procedures by which a majority of property owners within a business district could petition the Board of Supervisors to request the formation of an assessment district, known as a Business Improvement District. The Business Improvement District could levy additional assessments on the property owners within the specific geographic District. The revenues collected from these assessments levied on the real properties would be used to finance additional improvements, services or activities that would provide special benefit to the property owners within the Business Improvement District, such as additional security measures or increased maintenance activities.

At the same time, the Rent Board's Rules and Regulations Section 6.10(b) allows property owners to pass-through to tenants additional assessment costs incurred from bond measures and special assessment districts. In accordance with current Rent Board regulations, the actual amount of these pass-throughs is determined on a per unit basis.

The proposed resolution would urge the Rent Board to amend the current rules and regulations to prohibit the pass-through of assessments collected through a Business Improvement District to tenants occupying low-income residential dwelling units.

Comments: 1. Mr. Joe Grubb of the Rent Board reports that under the Rent Board's current Rules and Regulations, there are no exemptions for particular tenants, such as low-income tenants, to be excluded from the pass-through provisions. However, Mr. Grubb indicates that under the current provisions, in order for a landlord to pass-through additional assessments to a tenant, the landlord must file a

separate petition with the Rent Board and provide a copy of the petition to the tenant affected by the proposed increase. According to Mr. Grubb, because the pass-through provision was only approved last year, to date, no petitions for property owners to pass-through additional assessments to tenants have been filed with the Rent Board.

2. Mr. Grubb reports that if the proposed resolution is approved, the Rent Board would hold separate public hearings on this matter. According to Mr. Grubb, the Rent Board Commission would have to agree to promulgate rules and regulations concerning any exemptions for low-income tenants in Business Improvement Districts and identify standards or criteria for low-income eligibility (i.e, Housing and Urban Development (HUD) standards, income levels, percent of income expended for housing, etc.).

3. Mr. Grubb reports that if the Rent Board developed rules and regulations prohibiting the pass-through of assessments collected through a Business Improvement District to tenants occupying low-income residential dwelling units, there should not be any significant additional cost incurred by the Rent Board.

Recommendation: Approval of the proposed resolution is a policy matter for the Board of Supervisors.

Item 10 - File 124-95-3

Department: Department of Parking and Traffic (DPT)

Item: Ordinance amending Traffic Code Section 32.10 to provide for the use of centralized parking meters in municipal off-street lots controlled by parking meters.

Description: The proposed ordinance would amend the City's Municipal Code (Traffic Code, Section 32.10) by adding the phrase "centralized parking meter" in the Operational Procedures section which requires persons using City-owned off-street parking spaces to deposit monies in meters in order to use such parking spaces.

According to Mr. Kevin Hagerty of the Department of Parking and Traffic (DPT), this amendment is proposed in order to enable testing of a centralized parking meter that the DPT has installed as of July 31, 1995, at the City-owned Pierce Street Garage in the Marina District. The purpose of the test is to; (a) allow DPT to better serve drivers and businesses by charging differential rates for some off-street parking spaces which would increase the use of these spaces and also increase turnover of on-street parking spaces, (b) increase public convenience by allowing for longer parking time limits during certain hours, providing printed parking receipts, and accepting and changing dollar bills, and, (c) be easier and less expensive to monitor and maintain than individual parking meters.

Mr. Hagerty notes that some of the programs that DPT may wish to implement using the centralized parking meter in the Marina garage would require changes in parking rates, and that such changes would require approval of the Board of Supervisors. Mr. Hagerty anticipates that legislation providing for such changes in parking rates at the Marina Garage will be submitted to the Board of Supervisors within the next two to three months.

Mr. Hagerty reports that the centralized parking meter, which is a computerized unit placed in the middle of the garage, has the following major features;

- Users park in a numbered space, punch in the number of the space at the meter, pay a parking a fee, and can receive a printed receipt which will show the time of expiration.

- The meter will accept and change dollar bills.

• The unit can be programmed to charge differential rates according to time of day or other circumstances. For example, at the Marina garage, DPT hopes to attract day parkers away from on-street parking and into underutilized spaces on the roof by removing the current 2-hour limit and charging an all-day rate on weekdays for these spaces. Mr. Hagerty reports that the current individual parking meters cannot be programmed to charge different rates at different times.

• Parking enforcement officers will be able to enter a code which will generate a list of expired spaces for use in issuing citations. Mr. Hagerty reports that while this capability may slightly decrease the time required for parking enforcement in the Marina garage, DPT does not anticipate that the unit will allow DPT to decrease the number of parking enforcement officers.

Comment:

1. According to Mr. Hagerty, the centralized parking meter has the potential to slightly increase the parking revenue generated by the Marina Garage, by approximately $250 per week, or $13,000 per year. Mr. Hagerty does not expect that the meter will increase or decrease the amount of parking fines collected by the City at this location.

2. The cost of the centralized parking meter unit is $15,000, and the cost of installation, including removing the individual parking meters, installing the centralized meter, and installing appropriate signs, is approximately $6,000. These funds have already been included in the DPT's FY 1995-96 budget.

3. Mr. Hagerty reports that the annual collection and maintenance costs of the centralized parking meter are projected to be significantly less than the collection and maintenance costs of the individual meters. The annual cost of meter collection and maintenance currently at the Marina Garage is approximately $11,500. Mr. Hagerty expects that the annual cost of meter collection and maintenance of the centralized meter would be one-quarter to one-half of that amount. Meter collection is done by a private contractor, J.L. Associates, and meter maintenance is done by DPT.

4. As noted above, the centralized parking meter was installed at the Marina Garage on July 31, 1995. As such, the proposed ordinance should be amended to make approval

of the language allowing for centralized parking meters retroactive to that date.

5. If this proposed ordinance is approved, the Department of Parking and Traffic may choose to proceed with installation of centralized parking meters in any City-owned garage without further approval of the Board of Supervisors. However, as noted above, any changes in parking rates require separate approval of the Board of Supervisors.

Recommendation: 1. Amend the proposed ordinance to make approval retroactive to July 31, 1995.

2. Approve the proposed ordinance.

Harvey M. Rose

cc: Supervisor Migden
Supervisor Bierman
Supervisor Teng
President Shelley
Supervisor Alioto
Supervisor Ammiano
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
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BOARD OF SUPERVISORS

BUDGET ANALYST

1390 Market Street, Suite 1025, San Francisco, CA 94102 (415)554-7642

REVISED

August 2, 1995

TO: Housing and Land Use Committee

FROM: Budget Analyst Recommendations of...

SUBJECT: August 3, 1995 Housing and Land Use Committee Meeting

Item 8 - File 97-95-36

Department: Rent Stabilization and Arbitration Board (Rent Board)

Item: Ordinance amending Article 37A of the San Francisco Administrative Code by amending Section 37A.4 to provide for collecting the Residential Rent Stabilization and Arbitration fee on property tax bills.

Description: The proposed ordinance would amend Section 37A.4 of the City's Administrative Code to place the annual Rent Board fee onto the property owner's annual property tax bills. The annual Rent Board fee is assessed on all residential rental units covered by the Residential Rent Stabilization and Arbitration Ordinance. The annual Rent Board fee is currently $10 per residential unit. The annual fee for guest rooms is currently $5 per unit.

Presently, the annual Rent Board fee is mailed as a separate bill by the Tax Collector's Office to the property owner.

The current provisions in the Administrative Code state that the Rent Board fee is due and payable on October 1st. Under the proposed ordinance, the Tax Collector would include the fee as a special assessment on the property tax bill. Under the proposed ordinance, all laws applicable to the collection and enforcement of ad valorem property taxes would be applicable to the collection and enforcement of the Rent Board fee special assessment.

Comments:

1. The proposed change in this ordinance was recommended in the Budget Analyst's Management Audit of the Tax Collector's Office completed in April, 1995. As reported in this Management Audit, combining the Rent Board fee with the property tax bill would improve the efficiency of the Tax Collector's operations by eliminating duplication of effort, would provide more unified Tax Collector information systems, would reduce the Tax Collector's mailing and administrative expenses, would enhance customer services and would increase revenue collections for the City.

In FY 1994-95, the Tax Collector mailed approximately 63,000 initial Rent Board fee statements. Since the current legislation requires that four overdue notices be sent for delinquent Rent Board fees, to date, all of the overdue bill notices have not yet been mailed. However, in prior years approximately an additional 57,000 notices of overdue bills were issued by the Tax Collector's Office. The mailing and printing costs alone to send such notices cost is approximately $33,000, not including staff time, overhead or other expenses. Combining the property tax bill with the Rent Board fee would eliminate the need for the Tax Collector's Office to prepare, mail and process these separate mailings. In addition, property tax owners currently can receive a series of bills from the Tax Collector's Office for the same property, and each bill must be paid separately. Under the proposed ordinance, the Rent Board fee would be consolidated with the property tax bill, under one lien procedure and payment process. The property tax bills can be paid in two installments, in December and April of each fiscal year.

2. According to Mr. Richard Sullivan of the Tax Collector's Office, if the proposed ordinance is approved in August, 1995, the Tax Collector's Office would be able to implement the legislation in time for the property tax bill mailings in the Fall of 1995.

3. In FY 1995-96, the Tax Collector estimates that it will cost approximately $192,000 in labor, materials and supplies and mailing expenses to collect the annual Rent Board fee. The Rent Board's budget includes $2,050,000 in this fee revenue for FY 1995-96. If the proposed ordinance is approved, the Tax Collector estimates that in FY 1995-96 the Tax Collector's Office would expend approximately $160,000, or approximately $32,000 less than currently budgeted, primarily due to a reduction in mailing expenses. According to Mr. Sullivan, because of the increased number of properties that are now subject to the Rent Board fees coupled with a delay in mailing the FY 1994-95 Rent Board delinquency billings, additional staff will be needed in FY 1995-96 to complete these tasks.

However, Mr. Sullivan reports that beginning in FY 1996-97 and in future years, it should cost the Tax Collector's Office approximately $75,000 in labor, materials and supplies and mailing expenses to collect the Rent Board fees, for a cost savings of $117,000 when compared to the current budgeted amount of $192,000 for FY 1995-96. The Tax Collector acknowledges that these costs should also decrease after the first year as the number of questions from the public declines as property taxpayers become more familiar with the consolidated bill format and as existing Tax Collector property tax staff become more familiar with the Rent Board fee requirements.

Recommendation: Approve the proposed ordinance.

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HOUSING & LAND USE COMMITTEE
BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO

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REGULAR MEETING

THURSDAY, SEPTEMBER 7, 1995, 10:00 A.M. ROOM 410, VETERANS BUILDING

MEMBERS: Supervisors Carole Migden, Sue Bierman, Mabel Teng

CLERK: Mary Red

* * * * * * * * * * * * * * *

Disability Access

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Both the Committee Room and the Chamber are wheelchair accessible. The closest accessible BART Station is Civic Center, 2 1/2 blocks from City Hall. Accessible MUNI line serving this location is the #42 Downtown Loop as well as the METRO stations at Van Ness and Market and at Civic Center. For more information about MUNI accessible services, call 923-6142.

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For American sign language interpreters or the use of a reader during a meeting, contact Violeta Mosuela at (415) 554-7704.
For a large print copy of an agenda, contact Moe Vazquez at (415) 554-4909.

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City to accommodate these individuals.

CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

   (a) File 18–95–10. [Stop Signs] Hearing recommending establishment of Stop signs at 34th Avenue and Yorba Street, northwest and southeast corners, stopping 34th Avenue (makes this an all–way Stop) DPT Order #866. (Supervisor Shelley)

   (b) File 19–95–9. [Parking regulations, various locations] Hearing recommending establishing and rescinding parking regulations in various locations. DPT Order #866. (Department of Parking and Traffic)

   TWO HOUR PARKING TIME LIMIT, 7 AM – 6 PM, EXCEPT SUNDAY – RESCIND
   ONE HOUR PARKING TIME LIMIT, 7 AM – 6 PM, EXCEPT SUNDAY – ESTABLISH.
   Parker Avenue, east side, between McAllister and Fulton Streets (change in time limit only).

   PARKING METER AREA NO. 3(1 HOUR TIME LIMIT, 9 AM – 6 PM, MONDAY THROUGH SATURDAY) – ESTABLISH.
   Geary Boulevard, south side, between Collins Street and Masonic Avenue.

   Geary Boulevard, south side, between Cook and Blake Streets.

   TWO HOUR PARKING TIME LIMIT, 7 AM – 6 PM, MONDAY THROUGH FRIDAY – ESTABLISH
   Townsend Street, south side, between 4th and 5th Streets.

   UNMETERED MOTORCYCLE PARKING – ESTABLISH
   Kaplan Lane, west side, from 110 feet to 170 feet north of Clementina Street (60 foot zone accommodating 17 motorcycle spaces).

   Clay Street, north side, from Leavenworth Street to 7 feet easterly (7 foot zone in front of #1390 Clay Street accommodating 2 motorcycle spaces).

   Leavenworth Street, east side, from Clay Street to 7 feet northerly (7 foot zone accommodating 2 motorcycle spaces).

   Taylor Street, west side, from 31 feet to 38 feet north of Washington Street (7 foot zone between the Taylor Street driveways for #1200 Washington Street accommodating 2 motorcycle spaces).

   UNMETERED MOTORCYCLE PARKING (REPLACES EXISTING RED ZONES) – ESTABLISH
   Taylor Street, east side, from Washington Street to 7 feet northerly (7 foot zone in front of #1302 Taylor Street accommodating 2 motorcycle spaces).

   Taylor Street, east side, from Washington Street to 7 feet southerly (7 foot zone in front of #1254–#1258 Taylor Street accommodating 2 motorcycle spaces).

(c) File 20-95-12. [Traffic regulations, various locations] Hearing recommending establishing and rescinding traffic regulations, various locations. DPT Order #866. (Department of Parking and Traffic)

BICYCLE LANES - ESTABLISH
Holloway Avenue, both directions, between Tapia Drive and Varela Avenue.

NO LEFT TURN - RESCIND
NO LEFT TURN, 3 PM - 7 PM, MONDAY THROUGH FRIDAY - ESTABLISH
Harrison Street, westbound, at Essex Street (at Bay Bridge on-ramp).

NO RIGHT TURN ON RED - ESTABLISH
Burnett Avenue, southbound, at Portola Drive.

NO TURN ON RED, 9 AM - 6 PM, MONDAY THROUGH FRIDAY - RESCIND
Larkin Street, northbound, at Bush Street.

ONE WAY STREET - ESTABLISH
Jessie Street, eastbound, between 9th and 10th Streets.

TOW AWAY, NO STOPPING ANYTIME - ESTABLISH
Polk Street, west side, from North Point Street to 60 feet southerly (60 foot zone).

RIGHT LANE MUST TURN RIGHT - RESCIND
RIGHT LANE MUST TURN RIGHT, EXCEPT MUNI - ESTABLISH
Polk Street, southbound, at North Point Street.

STREET CLOSED TO VEHICULAR TRAFFIC AT ALL TIMES - ESTABLISH
Bellair Place, between Chestnut and Pfeiffer Streets.

(d) File 40-95-13. [Residential Parking "U", South of Market] Resolution extending the boundaries of Residential Permit Parking Area "U" in the South of Market area and adding to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

ACTION:

2. File 36–95–3. [Final Neg Declaration, South Bayshore Area Plan] Resolution adopting Final Negative Declaration, finding and determining that the South Bayshore Area Plan, proposed changes to the planning code text, and proposed changes in height and bulk districts and property use districts reclassification as amendments to the Zoning Map of the City and County of San Francisco for the area known as South Bayshore or Bayview Hunters Point, generally bounded by Army Street on the north, the San Francisco/San Mateo County Line on the south, the James Lick Freeway on the west, and the Bay Shoreline on the east, as approved by City Planning Commission Resolutions 13917, 13918, and 13919, will have no significant effect on the environment, and adopting and incorporating the findings of the Final Negative Declaration; companion measure to Files 115–95–7 and 36–95–3.1. (Department of City Planning)

   ACTION:

3. File 36–95–3.1. [Zoning Map Amendments, South Bayshore Area] Ordinance adopting changes in Height and Bulk Districts and Property Use Districts reclassification as amendments to the Zoning Map of the City and County of San Francisco concerning properties in the area known as South Bayshore or Bayview Hunters Point; bounded by Army Street on the north; the San Francisco/San Mateo County Line on the south; the James Lick Freeway on the west, and the Bay Shoreline on the east; and finding consistency with the Master Plan priority policies in Section 101.1 of the Planning Code; companion measure to Files 36–95–3 and 115–95–7. (Department of City Planning)
   (City Planning Resolution No. 13919, adopted July 20, 1995).

   ACTION:

4. File 115–95–7. [Third Street Special Use District] Ordinance amending Planning Code by adding Section 249.14 to establish a Special Use District on Third Street from Evans Avenue to Key Avenue encompassing all commercially and industrially–zoned properties occupying the frontage of this segment of Third Street 1) prohibiting establishment of expansion of retail outlets selling alcoholic beverages for off–site consumption; and 2) requiring Conditional Use authorization for drive–up facilities for fast food or self–service restaurants; and by amending Section 712.25 and 712.40 to refer to the Third Street Special Use District; and by adding Section 712.45 to refer to the Third Street Special Use District; and by amending Section 780 to refer to the Third Street Special Use District; and by adding Section 249.15 to establish the Restricted Light Industrial Special Use District including approximately seventy acres of land at the edges of the South Basin East Industrial Area restricting intensive industrial uses; and finding consistency with the Master Plan priority policies in Section 101.1 of the City Planning Code; companion measure to Files 36–95–3 and 36–95–3.1. (Department of City Planning)
   (City Planning Resolution No. 13918, adopted 7/20/95)

   ACTION:

5. File 36–95–4. [Zoning Map Amendment, 2300 3rd Street] Ordinance adopting changes in property use classification to the Zoning Map of the City and County of San Francisco of property located at 2300 23rd Street, east side between 20th and 22nd Streets, a portion of Lot 1, Assessor's Block 4108 from the "P–40–X" (Public Use–Height) District to an "M–2, 40–X" (Heavy Industrial 40–Foot Height) District and adopting findings pursuant to City Planning Code Section 101.1. (Department of City Planning)
(City Planning Resolution No. 13889, adopted June 8, 1995)
(General Rule Exclusion from Environmental Review)

ACTION:

6. File 36–95–5. [Zoning Map Amendment, 2475 Greenwich Street] Ordinance adopting changes in property use classification as an amendment to the Zoning Map of the City and County of San Francisco of property located at 2475 Greenwich Street, north side between Scott and Pierce Streets, a portion of Lot 15, Assessor's Block 513, from a "P" (Public Use, 40–X Height and Bulk) District to an "RH–2–40–X" (House, Two Family 40–Foot Height and Bulk) District and adopting findings pursuant to Section 101.1 of the Planning Code. (Department of City Planning)
(City Planning Resolution No. 13924, adopted July 27, 1995)
(General Rule Exclusion from Environmental Review)

ACTION:

7. File 115–95–4. [Downtown Streetscape Plan] Ordinance amending Planning Code by adding Section 138.1 regulating streetscape improvements in the Downtown C–3 Districts, amending Section 137 to include modifications and improvements of sidewalks, amending Section 155 regulating the placement of off–street parking and loading to include the revised pedestrian network, amending Section 309 to reference the requirements of Section 138.1 and adopting findings pursuant to City Planning Code Section 101.1. (Department of City Planning)
(City Planning Resolution No. 13911, adopted July 13, 1995)
(General Rule Exclusion from Environmental Review)

ACTION:

8. File 164–95–3. [Street Vacation/Sale – Portion of Montcalm St.] Resolution declaring intention of the Board of Supervisors to vacate a portion of Montcalm Street between Franconia Avenue and Peralta Avenue, fronting 210 Montcalm Street, Block 5538, Lot 5, and setting the hearing date for all persons interested in the proposed vacation; companion measure to File 164–95–3.1. (Real Estate Department)

ACTION:

9. File 164–95–3.1. [Street Vacation and Sale/Portion of Montcalm St.] Ordinance ordering the vacation and authorizing the sale of a portion of Montcalm Street between Franconia Avenue and Peralta Avenue, fronting 210 Montcalm Street, Block 5538, Lot 5, and adopting findings pursuant to City Planning Code Section 101.1; companion measure to File 164–95–3. (Real Estate Department)

ACTION:

10. File 223-95-13. [Liquor License, 22 Peace Plaza, Spac 240] Hearing to consider if public convenience and necessity will warrant the issu e of a liquor license at 22 ace Plaza, Space 240. Filed by Ying Ho Lam.

CTION:

11. File 223-95-16. [Liquor License, 199 Fremont Street] Hearing to consider if public convenience and necessity will warrant the issuance of a Type 40 Beer License at Sun Rise Chinese Restaurant, 199 Fremont Street. Filed by Chin Oi Ng.

ACTION:

12. File 223-95-17. [Liquor License, 1684 Bryant Street] Hearing to consider if public convenience and necessity will warrant the issuance of a Type 48 alcoholic beverage license at 1684 Bryant Street. Filed by Kil S. Kirkpatrick.

ACTION:

13. File 223-95-19. [Liquor License, 201 Bayshore Blvd.] Hearing to consider if public convenience and necessity will warrant the issuance of a Type 42 on-sale beer and wine alcoholic beverage license at "Beverages & More", located at 201 Bayshore Blvd. Filed by Steve McLaren, Sr. V.P. Operations.

ACTION:

14. File 223-95-20. [Liquor License, 2241 Chestnut Street] Hearing to consider if public convenience and necessity will warrant the transfer of an alcoholic beverage license from 2262 Chestnut Street to 2241 Chestnut Street. Filed by Timothy Delaney/Owner and Proprietor.

ACTION:

HOUSING AND LAND USE COMMITTEE
BOARD OF SUPERVISORS
ROOM 308, VETERANS BUILDING
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HOUSING & LAND USE COMMITTEE
BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO

REGULAR MEETING

THURSDAY, SEPTEMBER 21, 1995, 10:00 A.M. ROOM 410, VETERANS BUILDING

MEMBERS: Supervisors Carole Migden, Sue Bierman, Mabel Teng

CLERK: Mary Red

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1. File 19-95-10. [Parking Regulations, Arguello Boulevard] Hearing recommending establishment of temporary angle parking at Arguello Boulevard, west side, between Washington and Lake Streets. DPT Order No. 900. (Department of Parking and Traffic)
   NOTE: 5:00 p.m. Sunday, September 24 through 5:00 p.m. Monday, September 25; and 5:00 p.m. Tuesday, October 3 through 7:00 p.m. Wednesday, October 4 for celebration of Jewish High Holidays a Congregation Emanu El.

   ACTION:

2. File 223-95-13. [Liquor License, 22 Peace Plaza, Space 240] Hearing to consider if public convenience and necessity will warrant the issuance of a liquor license at 22 Peace Plaza, Space 240. Filed by Ying Ho Lam.
   (Continued from 9/7/95)

   ACTION:

3. File 115-95-9. [Final EIR, Hazardous Waste Management] Resolution adopting Final Environmental Impact Report and environmental findings that the amendment of Planning Code Section 225 to provide for the siting of hazardous waste management facilities as a conditional use within the M-2 Heavy Industrial District will have a significant impact on the environment, and adopting and incorporating environmental findings for the San Francisco County Hazardous Waste Management Plan (#87.813E) as contained in previous Board Resolution No. 67-92, File 128-91-3; companion measure to File 115-95-9.1. (Department of City Planning)
   (City Planning Resolution No. 13941, adopted August 17)

   ACTION:

4. File 115-95-9.1. [Hazardous Waste Facility, Text Amendment] Ordinance Amending Part II, Chapter 11, of the San Francisco Municipal Code (City Planning Code) by amending Section 225 to add a hazardous waste facility as a conditional use in the M-2 (Heavy Industrial District) and incorporate by reference California Health and Safety Code, Division 20, Chapter 6.5, Articles 2 and 13; companion measure to File 115-95-9. (Department of City Planning)
   (City Planning Resolution No. 13942, adopted August 17)

   ACTION:

5. File 85-95-3. [Central Freeway] Resolution urging the Board to formally accept the recommendation of the traffic studies prepared by the Department of Parking and Traffic, its consultants and the Citizens' Advisory Task Force for the Central Freeway, which evaluated alternatives to the full, retrofit of the Central Freeway and request the Board to select either the "Low Deck Over Market Street" alternative or a South of Market Alternative. (Supervisor Hallinan)

   ACTION:

HOUSING AND LAND USE COMMITTEE
BOARD OF SUPERVISORS
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BUDGET ANALYST

1390 Market Street, Suite 1025, San Francisco, CA 94102 (415)554-7642

September 19, 1995

TO: Housing and Land Use Committee

FROM: Budget Analyst Recommendation for

SUBJECT: September 21, 1995 Housing and Land Use Committee Meeting

Item 5 - File 85-95-3

Item: Resolution urging the Board of Supervisors to formally accept the recommendations of the Phase II Central Freeway Areawide Traffic Study prepared by the Department of Parking and Traffic, the Department's consultants, and the Citizens Advisory Task Force, which evaluated alternatives to the full retrofit of the Central Freeway; and requesting the Board to select either the "Low Deck Over Market Street" alternative, or a South of Market alternative.

Description: In October of 1994, the Board of Supervisors approved Resolution 909-94 (File 85-94-4) regarding repair of the Central Freeway, which was damaged in the 1989 Loma Prieta earthquake. Resolution 909-94 notified the State Department of Transportation (Caltrans) of the Board of Supervisors wish that neither demolition nor full retrofit of the Central Freeway be undertaken until a study of various alternatives could be completed, and requested that the Department of Parking and Traffic report monthly to the Housing and Land Use Committee on the progress of such a study, and that a final recommendation be submitted no later than June 1, 1995 from the City to Caltrans regarding a preferred alternative plan for the Freeway. Completion of the study, titled "Central Freeway Areawide Traffic Study" and of the City's recommendation, was later delayed to September due to delays in Federal funding for the Study.

The Study is now in its final stages, and a recommendation regarding a preferred alternative resulting from the Study is expected to be made by staff of the Department of Parking and Traffic (DPT) to the Parking and Traffic Commission on September 19, 1995. As of the writing of this report, that recommendation was not yet available. Mr. Jerry Robbins of the Department of Parking and Traffic reports that an Amendment of the Whole will be submitted at the Housing and Land Use Committee meeting on September 21 reflecting the Parking and Traffic Commission's recommendation. In addition, prior to the Committee's September 21 meeting, information will be available to the Board of Supervisors from the Citizens Advisory Task Force on the Central Freeway, which will meet on September 18 to make their final recommendation. The Citizens Advisory Task Force is a 29-member body appointed by the Board of Supervisors to provide community advice on the Central Freeway to the City.

As previously reported to the Board of Supervisors, the following alternatives for the Central Freeway were analyzed in the Study;

1) Double Deck Retrofit - This alternative would retrofit the existing double deck structure, representing the status quo. This alternative would cost approximately $45-$50 million, and require approximately 5 years to complete.

2) Single Deck Retrofit - This alternative would retrofit and connect portions of the existing upper and lower decks of the freeway and demolish other portions, resulting in a single deck freeway terminating at Fell and Laguna Streets. This alternative would cost approximately $65 million, and require approximately 5.25 years to complete.

3) Low Deck Over Market - This alternative would provide for a low single-deck crossing of Market Street with an underpass below Haight Street and terminating at Oak Street. This alternative would cost approximately $75 million, and require approximately 7 years to complete.

4) Deep Tunnel Under Market- This alternative would provide for a tunnel beginning at Valencia Street, passing under Market, and terminating at Oak Street. This alternative would cost approximately $145 million, and require approximately 7 years to complete.

5) Street Reversal South of Market - This alternative would terminate the freeway south of Market Street and reverse the direction of several South of Market one-way streets in order to disperse traffic from the freeway onto several routes. This alternative would cost approximately $85 million, and require approximately 8 years to complete.

6) Direct Ramp to South Van Ness - This alternative would terminate the freeway south of Market Street and provide a new ramp connecting to South Van Ness and to a continuation of Franklin Street south of Market Street. This alternative would cost approximately $105 million, and require 7.75 years to complete.

7) Tenth Street Tunnel - This alternative would terminate the freeway south of Market Street and provide a shallow tunnel under Market Street and above Muni Metro at 10th Street. Detailed cost and construction estimates were not undertaken for this Alternative.

In addition to the above alternatives, two alternatives were added to the Study late in the process at the request of the Citizens Advisory Task Force. These alternatives are:

8) South of Market Refinement This alternative would include the low single-deck crossing of Market Street with an underpass below Haight Street and terminating at Oak Street, and add ramps to Duboce and Van Ness for traffic dispersal. This alternative would cost approximately $70-$75 million, and take approximately 6.5 years to complete.

9) Otis/Duboce Terminus This alternative would terminate the freeway South of Market, with ramps to South Van Ness, Duboce, and Otis for traffic dispersal. This alternative would cost approximately $45 million. The time required for completion of this alternative has not yet been estimated.

Comments:

1. The Central Freeway Areawide Traffic Study is being conducted by Wilbur Smith Associates and their subcontractors, under contract to DPT, for an amount of $400,000. The Study is funded with Federal Emergency Relief (ER) funds.

2. As previously reported to the Board of Supervisors, approximately $40 million in Federal Emergency Relief funds has been made available for the Central Freeway. Of this amount, approximately $13 million has been expended to date on removal of the damaged freeway ramps, traffic

routing, signs, safety modifications, and planning costs, according to Caltrans. As such, approximately $27 million in Federal ER funding remains available for retrofit or construction of a Central Freeway alternative. The Central Freeway Areawide Traffic Study includes a financial analysis of transportation funding sources which concludes that it is unlikely that additional Federal funds, or additional State or local funds could easily be made available for the Central Freeway project. According to the Study, California could work to obtain additional ER Funds, but the availability of such funds is in doubt. Therefore, using the cost estimates for the various alternatives as noted above, and subtracting the remaining available amount of $27 million in ER funds, the Central Freeway project faces a funding deficit ranging between $18 and $118 million, depending on the alternative chosen, unless other sources of funding become available.

3. Mr. Robbins and other staff of DPT, staff of Wilbur Smith Associates, and members of the Citizen Advisory Task Force on the Central Freeway, will attend the Housing and Land Use Committee Meeting of September 21, 1995 to report on their work and recommendations.

Harvey M. Rose

cc: Supervisor Migden
Supervisor Bierman
Supervisor Teng
President Shelley
Supervisor Alioto
Supervisor Ammiano
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

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Public Library, Documents Dept.
Attn: Kate Wingerson

BOARD OF SUPERVISORS

BUDGET ANALYST

1390 Market Street, Suite 1025, San Francisco, CA 94102 (415)554-7642

9/7/95

September 5, 1995

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TO: Housing and Land Use Committee

FROM: Budget Analyst

SUBJECT: September 7, 1995 Housing and Land Use Committee Meeting

Items 8 and 9 - Files 164-95-3 and 164-95-3.1

Department: Department of Real Estate (DRE)

Item: Item 8, File 164-95-3 - Resolution declaring intention of the Board of Supervisors to vacate a portion of Montcalm Street right-of-way between Franconia Avenue and Peralta Avenue, fronting 210 Montcalm Street, Block 5538, Lot 5, and setting the hearing date for all persons interested in the proposed vacation.

Item 9, File 164-95-3.1 - Ordinance ordering the vacation and authorizing the sale of a portion of Montcalm Street right-of-way between Franconia Avenue and Peralta Avenue, fronting 210 Montcalm Street, Block 5538, Lot 5, and adopting findings pursuant to City Planning Code Section 101.1.

Description: DRE reports that Mr. Andrew Linda and Ms. Angela Gamburg, the owners of property located at 210 Montcalm Street, have requested that the City vacate the portion of the Montcalm Street right-of-way upon which their single family residence encroaches because of an error made during its construction. Mr. John Cory of DPW advises that because the error occurred either in or prior to 1897, there are no records which indicate the exact cause or type of error which resulted in the encroachment. Mr. Steve Hoppe of DRE advises that the portion of property at 210 Montcalm Street

which encroaches onto the 40 feet wide Montcalm Street right-of-way is 4.28 feet wide and 46.90 feet long.

As noted above, the boundary of the Montcalm Street right-of-way is an area 40 feet wide, which includes Montcalm Street, the sidewalks adjacent to Montcalm Street, and an additional area beyond the sidewalks. Mr. Hoppe advises that of the entire 40 feet wide Montcalm Street right-of-way, the property located at 210 Montcalm Street encroaches 4.28 feet onto the additional area beyond the sidewalks, and does not encroach upon the sidewalk or the street.

The proposed ordinance (File 164-95-3.1) would order the vacation and authorize the sale of the subject portion of the Montcalm Street right-of-way by the City to Mr. Linda and Ms. Gamburg. The Department of City Planning states that the proposed street vacation and sale are in conformity with the City's Master Plan and the Eight Priority Policies of Planning Code Section 101.1. The Department of Public Works (DPW) states that the subject portion of the Montcalm Street right-of-way is not needed for present or prospective street purposes.

Comments:

1. The proposed resolution (164-95-3) would schedule a hearing regarding the proposed vacation of the subject portion of Montcalm Street. Therefore, if the proposed resolution is approved, the legislation should be amended to set the date and hour of the hearing.

2. If the finding is in favor of the proposed vacation, the proposed ordinance (File 164-95-3.1) which orders the vacation of the subject portion of Montcalm Street, would then be considered by the full Board of Supervisors.

3. Mr. Hoppe advises that although DRE staff determined that the actual value of the subject portion of the Montcalm Street right-of-way is negligible, Mr. Linda and Ms. Gamburg have agreed to pay $2,500 to DPW to cover the cost of processing the proposed vacation of property. In addition, according to Mr. Cory, Mr. Linda and Ms. Gamburg have also paid a $200 processing fee to the Department of City Planning.

Recommendations: 1. Amend the proposed resolution (File 164-95-3) to set the date and hour of the public hearing and approve as amended.

2. Refer the proposed ordinance (File 164-95-3.1) to the Board of Supervisors without recommendation.

Harvey M. Rose

cc: Supervisor Migden
Supervisor Bierman
Supervisor Teng
President Shelley
Supervisor Alioto
Supervisor Ammiano
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Clerk of the Board
Chief Administrative Officer
Controller
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Robert Oakes
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HOUSING & LAND USE COMMITTEE
BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO

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REGULAR MEETING

THURSDAY, OCTOBER 5, 1995, 10:00 A.M. ROOM 410, VETERANS BUILDING

MEMBERS: Supervisors Carole Migden, Sue Bierman, Mabel Teng

CLERK: Mary Red

* * * * * * * * * * * * * * *

Disability Access

The Board of Supervisors Committee Meeting Room (410) and the Legislative Chamber of the Board (Room 404) are on the fourth floor at the Veterans Building, 401 Van Ness Avenue.

Both the Committee Room and the Chamber are wheelchair accessible. The closest accessible BART Station is Civic Center, 2 1/2 blocks from City Hall. Accessible MUNI line serving this location is the #42 Downtown Loop as well as the METRO stations at Van Ness and Market and at Civic Center. For more information about MUNI accessible services, call 923-6142.

There is accessible parking in the vicinity of the Veterans Building adjacent to Davies Hall and the War Memorial Complex.

Assistive listening devices are available for use in the Meeting Room and the Board Chamber. A device can be borrowed prior to or during a meeting. Borrower identification is required and must be held by Room 308 staff.

The following services are available on request 72 hours prior to the meeting or hearing:

For American sign language interpreters or the use of a reader during a meeting, contact Violeta Mosuela at (415) 554-7704.
For a large print copy of an agenda, contact Moe Vazquez at (415) 554-4909.

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City to accommodate these individuals.

CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

(a) File 18–95–12. [Stop Signs, Various Locations] Hearing recommending establishment of "Stop Signs" various locations. DPT Order No. 894. (Department of Parking and Traffic)

STOP SIGNS – ESTABLISH
Jackson and Spruce Streets, northwest and southeast corners, stopping Spruce Street (makes this an all–way Stop).

Jackson and Walnut Streets, northwest and southeast corners, stopping Walnut Street (makes this an all–way Stop).

Washington and Laurel Streets, northwest and southeast corners, stopping Laurel Street (makes this an all–way Stop).

Evans Avenue, Middle Point Road, and Jennings Street, southwest and northeast corners, stopping Evans Avenue (makes this an all–way Stop).

(b) File 19–95–11. [Parking Regulations, Various Locations] Hearing recommending establishment of parking regulations, various locations. DPT Order No. 894. (Department of Parking and Traffic)

DIAGONAL (45–DEGREE ANGLE) PARKING – ESTABLISH
Irving Street, south side, between 10th and 11th Avenues.
Irving Street, south side, between 12th and Funston Avenues.
Irving Street, south side, between 17th and 18th Avenues.

PARKING METER AREA NO. 3 (1–HOUR TIME LIMIT, 9 A.M. – 6 P.M. MONDAY THROUGH SATURDAY) – ESTABLISH.
Harrison Street, south side, from The Embarcadero to Spear Street.

NO PARKING ANYTIME – ESTABLISH
Rotteck Street, dead–end portion south of Mirando Way, from the west sidewalk to 15 feet easterly (15–foot zone, leaving one parking space on the east side).

TOW – AWAY, NO PARKING 7 A.M. – 7 P.M. MONDAY THROUGH FRIDAY – ESTABLISH
Harrison Street, south side, from Main Street to 35 feet westerly (35–foot zone).

(c) File 20–95–13. [Traffic Regulations, Various Locations] Hearing recommending establishment and revocation of traffic regulations, various locations. DPT Order No. 894. (Department of Parking and Traffic)

NO LEFT TURN, 4 P.M. – 6 P.M., EXCEPT SUNDAY – RESCIND
NO LEFT TURN, 4 P.M. – 6 P.M. MONDAY THROUGH FRIDAY – ESTABLISH
Broadway, eastbound and westbound, at Polk Street.

NO U-TURN - ESTABLISH
Monterey Boulevard, eastbound, at Diamond Street.
Portola Drive, eastbound, at Miraloma Drive.
Portola Drive, westbound, at Laguna Honda Boulevard.

RIGHT LANE MUST TURN RIGHT - ESTABLISH
Clayton Street, northbound, at 17th Street.

SIDEWALK CLOSED TO PEDESTRIANS - ESTABLISH
Bayshore Boulevard, west side, between Silver and Fitzgerald Avenues.

TOW-AWAY, NO STOPPING ANYTIME - ESTABLISH
Bayshore Boulevard, west side, between Silver and Fitzgerald Avenues.
Steuart Street, east side, from 94 feet to 142 feet south of Mission Street (48-foot zone at #121 Steuart Street, replacing existing red zone).

TOW-AWAY, NO STOPPING, 3 P.M. - 6 P.M., MONDAY THROUGH FRIDAY - RESCIND
Kearny Street, west side, between Washington Street and Columbus Avenue.

TOW-AWAY, NO STOPPING, 7 A.M. - 7 P.M. MONDAY THROUGH SATURDAY - ESTABLISH
Folsom Street, southside, from 4th Street to 105 feet westerly (105-foot zone, eliminates 5 parking spaces).

TWO LEFT LANES MUST TURN LEFT - ESTABLISH
Columbus Avenue, northbound, at Bay Street.

ACTION:

REGULAR CALENDAR

2. File 85-95-3. [Central Freeway] Resolution urging the Board to formally accept the recommendation of the traffic studies prepared by the Department of Parking and Traffic, its consultants and the Citizens' Advisory Task Force for the Central Freeway, which evaluated alternatives to the full, retrofit of the Central Freeway and request the Board to select either the "Low Deck Over Market Street" alternative or a South of Market Alternative. (Supervisor Hallinan)
(Continued 9/21)

ACTION:

3. File 36-95-3. [Final Neg Declaration, South Bayshore Area Plan] Resolution adopting Final Negative Declaration, finding and determining that the South Bayshore Area Plan, proposed changes to the planning code text, and proposed changes in height and bulk districts and property use districts reclassification as amendments to the Zoning Map of the City and County of San Francisco for the area known as South Bayshore or Bayview Hunters Point, generally bounded by Army Street on the north, the San Francisco/San Mateo County Line on the south, the James Lick Freeway on the west, and the Bay Shoreline on the east, as approved by City Planning Commission Resolutions 13917, 13918, and 13919, will have no significant effect on the environment, and adopting and incorporating the findings of the Final Negative Declaration; companion measure to Files 115-95-7 and 36-95-3.1. (Department of City Planning)
(Continued from 9/7)

ACTION:

4. File 36–95–3.1. [Zoning Map Amendments, South Bayshore Area] Ordinance adopting changes in Height and Bulk Districts and Property Use Districts reclassification as amendments to the Zoning Map of the City and County of San Francisco concerning properties in the area known as South Bayshore or Bayview Hunters Point; bounded by Army Street on the north; the San Francisco/San Mateo County Line on the south; the James Lick Freeway on the west, and the Bay Shoreline on the east; and finding consistency with the Master Plan priority policies in Section 101.1 of the Planning Code; companion measure to Files 36–95–3 and 115–95–7. (Department of City Planning)
(City Planning Resolution No. 13919, adopted July 20, 1995).
(Continued from 9/7)

ACTION:

5. File 115–95–7. [Third Street Special Use District] Ordinance amending Planning Code by adding Section 249.14 to establish a Special Use District on Third Street from Evans Avenue to Key Avenue encompassing all commercially and industrially–zoned properties occupying the frontage of this segment of Third Street 1) prohibiting establishment of expansion of retail outlets selling alcoholic beverages for off–site consumption; and 2) requiring Conditional Use authorization for drive–up facilities for fast food or self–service restaurants; and by amending Section 712.25 and 712.40 to refer to the Third Street Special Use District; and by adding Section 712.45 to refer to the Third Street Special Use District; and by amending Section 780 to refer to the Third Street Special Use District; and by adding Section 249.15 to establish the Restricted Light Industrial Special Use District including approximately seventy acres of land at the edges of the South Basin East Industrial Area restricting intensive industrial uses; and finding consistency with the Master Plan priority policies in Section 101.1 of the City Planning Code; companion measure to Files 36–95–3 and 36–95–3.1. (Department of City Planning)
(City Planning Resolution No. 13918, adopted 7/20/95)
(Continued from 9/7)

ACTION:

6. File 125–95–1. [Findings, 1995 Housing Code Amendments] Resolution endorsing those changes and providing findings as to the local conditions requiring changes to the State Housing Code for residential buildings, as required by California Health and Safety Code; companion measure to File 125–95–1.1. (Department of Building Inspection)

ACTION:

7. File 125–95–1.1 [1995 Housing Code Amendments] Ordinance amending Housing Code to bring said code into compliance with the recently adopted State uniform Housing Code, by adding Sections 506, 713, 800, and 900; and by amending Sections 103, 104, 201, 204, 205, 206, 107, 302, 303, 351, 352, 253, 400, 401, 501, 503, 504, 505, 601, 603, 701, 702, 706, 707, 708, 801, 805, 807, 902, 903, 904, 907, 909, 910, 911, 912, 1001, 1102, 1103, 1204, 1205, 1206, 1207, 1208, 1210 1211, 1212, 1213, 1216, 1217, 1218, 12A06, 12A07, 12A10, 12A12, 1301, 1302, 1303, 1304, and 1305; companion measure to File 125–95–1. (Department of Building Inspection)

ACTION:

8. File 223-95-17. [Liquor License, 1684 Bryant Street] Hearing to consider if public convenience and necessity will warrant the issuance of a Type 48 "Third Base" alcoholic beverage license at 1684 Bryant Street. Filed by Kil S. Kirkpatrick. (Continued from 9/7)

ACTION:

9. File 223-95-20. [Liquor License, 2241 Chestnut Street] Hearing to consider if public convenience and necessity will warrant the issuance of an alcoholic beverage license from 2262 Chestnut Street to 2241 Chestnut Street. Filed by Timothy Delaney/Owner and Proprietor.
(Continued from 9/7)

ACTION:

10. File 223-95-21. [Liquor License/1901 McAllister St.) Hearing to consider that transfer of a Type 20 liquor license from 4305 Mission Street to 1909 McAllister Street, will serve the convenience and necessity of the City and County of San Francisco.
Filed by Arinze Gaius Anoruo.

ACTION:

11. File 223-95-22. [Liquor License, 1015 Battery Street] Hearing to consider the issuance of a liquor license at 1015 Battery Street to Jean-Baptiste Lorda and Gerald Hirigoyan for Pastis, Inc. will serve the convenience and necessity of the City and County of San Francisco.

ACTION:

12. File 223-95-23. [Liquor License Transfer, 699 8th Street] Hearing to consider that transfer of an alcoholic beverage license from 3 Henry Adams to 699 - 8th Street, to Phil Priolo for Jug Shop, Inc., will serve the convenience and necessity of the City and County of San Francisco.
Filed by Phil Priolo.

ACTION:

13. File 223-95-24. [Liquor License, 5350 Geary Boulevard] Hearing to consider that issuance of a liquor license at 5350 Geary Boulevard for Kim, Jong Yong for 18th/Geary Produce Market will serve the convenience and necessity of the City and County of San Francisco.
Filed by Kim, Jong Yong - Proprietor.

ACTION:

14. File 223-95-25. [Liquor License, 587 Post Street] Hearing to consider that issuance of a liquor license at 587 Post Street for Muhammad N. Sublaban for International Deli & Spirits will serve the convenience and necessity of the City and County of San Francisco.
Filed by Muhammad N. Sublaban.

ACTION:

15. File 28-95-13. [Emergency Repair, Grant Avenue Sewer] Resolution authorizing the Director of the Department of Public Works to take necessary measures to protect the health, welfare and property of the citizens of San Francisco by performing the necessary work to replace structurally inadequate sewer in Grant Avenue between Washington Street and Broadway - $190,752. (Department of Public Works)
(Recommended by Budget Committee 9/13/95)
(Referred from Board to Housing & Land Use Committee 9/18/95)

ACTION:

16. File 200-95-6. [Grant Avenue Street/Sewer Reconstruction] Hearing to consider the progress on street and sewer reconstruction on Grant Avenue. (Supervisor Teng, Hsieh, Alioto)

ACTION:

17. File 264-95-1. [Affordable Housing/DDA Agreement] Resolution finding that the sale of property located at 479 Natoma Street by the Redevelopment Agency to Asian, Inc. will provide housing for low income persons, is consistent with the plan implementing the South of Market Earthquake Recovery Redevelopment Plan required by Health and Safety Code Section 33490; finding that the consideration for the sale is not less than the fair reuse value of the property at the use and with the covenants and conditions and development costs authorized by the Disposition and Development Agreement; approving a Disposition and Development Agreement (DDA) between the Redevelopment Agency and Asian Inc. for the development of affordable housing located at 479 Natoma Street. (Supervisor Bierman)

ACTION:

HOUSING AND LAND USE COMMITTEE
BOARD OF SUPERVISORS
ROOM 308, VETERANS BUILDING
SAN FRANCISCO, CA 94102

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CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET ANALYST

1390 Market Street, Suite 1025, San Francisco, CA 94102 (415)554-7642

October 3, 1995

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TO: Housing and Land Use Committee

FROM: Budget Analyst Recommendations for

SUBJECT: October 5, 1995 Housing and Land Use Committee Meeting

Item 2 - File 85-95-3

Note: This item was continued by the Housing and Land Use Committee at its meeting of September 21, 1995

Item: Resolution urging the Board of Supervisors to formally accept the recommendations of the Phase II Central Freeway Areawide Traffic Study prepared by the Department of Parking and Traffic, the Department's consultants, and the Citizens Advisory Task Force, which evaluated alternatives to the full retrofit of the Central Freeway; and requesting the Board to select either the "Low Deck Over Market Street" alternative, or a South of Market alternative.

Description: In October of 1994, the Board of Supervisors approved Resolution 909-94 (File 85-94-4) regarding repair of the Central Freeway, which was damaged in the 1989 Loma Prieta earthquake. Resolution 909-94 notified the State Department of Transportation (Caltrans) of the Board of Supervisors wish that neither demolition nor full retrofit of the Central Freeway be undertaken until a study of various alternatives could be completed, and requested that the Department of Parking and Traffic report monthly to the Housing and Land Use Committee on the progress of such a study, and that a final recommendation be submitted no later than June 1, 1995 from the City to Caltrans regarding a preferred alternative plan for the Freeway. Completion of the study, titled "Central Freeway Areawide Traffic Study"

and of the City's recommendation, was later delayed to September due to delays in Federal funding for the Study.

The Study is now completed, and on September 19, 1995 the Parking and Traffic Commission accepted the recommendation of the Department of Parking and Traffic staff that Alternative 3, with an estimated cost of $75 million, (see below) be designated the City's preferred alternative. The Citizens Advisory Task Force on the Central Freeway has recommended that Alternative 8, with an estimated cost of $70-$75 million, (see below) be designated as the City's preferred alternative. The Citizens Advisory Task Force is a 29-member body appointed by the Board of Supervisors to provide community advice to the City on the Central Freeway project.

As previously reported to the Board of Supervisors, the following alternatives for the Central Freeway were analyzed in the Study;

1) Double Deck Retrofit - This alternative would retrofit the existing double deck structure, representing the status quo. This alternative would cost approximately $45-$50 million, and require approximately 5 years to complete.

2) Single Deck Retrofit - This alternative would retrofit and connect portions of the existing upper and lower decks of the freeway and demolish other portions, resulting in a single deck freeway terminating at Fell and Laguna Streets. This alternative would cost approximately $65 million, and require approximately 5.25 years to complete.

3) Low Deck Over Market - This alternative would provide for a low single-deck crossing of Market Street with an underpass below Haight Street and terminating at Oak Street. This alternative would cost approximately $75 million, and require approximately 7 years to complete.

4) Deep Tunnel Under Market- This alternative would provide for a tunnel beginning at Valencia Street, passing under Market, and terminating at Oak Street. This alternative would cost approximately $145 million, and require approximately 7 years to complete.

5) Street Reversal South of Market - This alternative would terminate the freeway south of Market Street and reverse the direction of several South of Market one-way streets in order to disperse traffic from the freeway onto

several routes. This alternative would cost approximately $85 million, and require approximately 8 years to complete.

6) Direct Ramp to South Van Ness - This alternative would terminate the freeway south of Market Street and provide a new ramp connecting to South Van Ness and to a continuation of Franklin Street south of Market Street. This alternative would cost approximately $105 million, and require 7.75 years to complete.

7) Tenth Street Tunnel - This alternative would terminate the freeway south of Market Street and provide a shallow tunnel under Market Street and above Muni Metro at 10th Street. Detailed cost and construction estimates were not undertaken for this Alternative.

In addition to the above alternatives, two alternatives were added to the Study late in the process at the request of the Citizens Advisory Task Force. These alternatives are:

8) South of Market Refinement This alternative would terminate the freeway South of Market at McCoppin Street, with a traffic light allowing for surface crossing of Market Street. The alternative would include underpasses below Haight and Page Streets and terminating at Oak Street, and add ramps to Duboce and Van Ness for traffic dispersal. This alternative would cost approximately $70-$75 million, and take approximately 6.5 years to complete.

9) Otis/Duboce Terminus This alternative would terminate the freeway South of Market, with ramps to South Van Ness, Duboce, and Otis for traffic dispersal. This alternative would cost approximately $45 million. The time required for completion of this alternative has not yet been estimated.

Comments:

1. The Central Freeway Areawide Traffic Study is being conducted by Wilbur Smith Associates and their subcontractors, under contract to DPT, for an amount of $400,000. The Study is funded with Federal Emergency Relief (ER) funds.

2. As previously reported to the Board of Supervisors, approximately $40 million in Federal Emergency Relief funds has been made available for the Central Freeway. Of this amount, approximately $13 million has been expended to date on removal of the damaged freeway ramps, traffic routing, signs, safety modifications, and planning costs, according to Caltrans. As such, approximately $27 million in

Federal ER funding remains available for retrofit or construction of a Central Freeway alternative. The Central Freeway Areawide Traffic Study includes a financial analysis of transportation funding sources which concludes that it is unlikely that additional Federal funds, or additional State or local funds could easily be made available for the Central Freeway project. According to the Study, California could work to obtain additional ER Funds, but the availability of such funds is in doubt. Therefore, using the cost estimates for the various alternatives as noted above, and subtracting the remaining available amount of $27 million in ER funds, the Central Freeway project faces a funding deficit ranging between $18 and $118 million, depending on the alternative chosen, unless other sources of funding become available. Alternative 3, which is the recommendation of the Parking and Traffic Commission, is estimated to cost $75 million, and would face a funding deficit of approximately $48 million.

3. Mr. Robbins and other staff of DPT, staff of Wilbur Smith Associates, and members of the Citizen Advisory Task Force on the Central Freeway, will attend the Housing and Land Use Committee Meeting of October 5, 1995 to report on their work and recommendations.

Item 15 - File 28-95-13

Note: This item was rereferred from the Board of Supervisors meeting of September 18, 1995.

Item: Resolution authorizing the Director of the Department of Public Works to take necessary measures to protect the health, welfare and property of the citizens of San Francisco by performing the necessary work to replace structurally inadequate sewers located at Grant Avenue between Washington Street and Broadway.

Amount: $190,752

Source of Funds: Repair and Replacement Fund financed by Sewer Service Charges

Description: According to the Department of Public Works (DPW), on May 25, 1995, the Bureau of Street and Sewer Repair of the DPW requested an emergency contract to repair structural inadequacies in the existing sewer at Grant Avenue between Washington Street and Broadway. The damaged sewer, discovered during road re-surfacing work, was determined to be in imminent danger of collapse, according to P.T. Law of the DPW, and a Class "A" Emergency was declared. A Class "A" Emergency is one which threatens the immediate health, welfare and property of citizens and must be repaired without delay.

Mr. Law reports that, in accordance with Section 6.30 of the Administrative Code, a contractor was selected without instituting a bidding procedure, as allowed by the Class "A" Emergency authorization. The DPW selected Shaw Pipelines Inc., which bid $190,752 for the contract. Shaw Pipelines Inc., is an LBE firm but is not an MBE or WBE firm. Although repair work on the sewer was completed on August 18, 1995, the actual contract cost had not been finalized as of the writing of this report.

Recommendation: Approve the proposed resolution.

Item 17 - File 264-95-1

Department: San Francisco Redevelopment Agency (SFRA)

Item: Resolution finding that the sale of property located at 479 Natoma Street by the Redevelopment Agency to Asian, Inc. will provide housing for low income persons; is consistent with the plan implementing the South of Market Earthquake Recovery Redevelopment Plan required by Health and Safety Code Section 33490; finding that the consideration for the sale is not less than the fair reuse value of the property at the use and with the covenants and conditions and development costs authorized by the disposition and development agreement; and approving a disposition and development agreement (DDA) between the Redevelopment Agency and Asian Inc. for the development of affordable housing located at 479 Natoma Street.

Location: 479 Natoma Street, between 5th Street and 6th Street

Purpose of Sale: Development of 30 units of low income housing.

Sales Price: $500,000, or $41.67 per square foot

Size of Property: 12,000 square feet

Description: The SFRA proposes to sell a vacant parcel located at 479 Natoma Street, in the South of Market Earthquake Recovery Redevelopment Area, to facilitate construction of affordable family housing. Because the parcel was originally purchased by the SFRA in 1994 using Tax Increment funds, Board of Supervisors approval of the sale is required.

The subject parcel would be purchased, for $500,000, by Asian, Inc., a nonprofit housing development corporation. Mr. Kevin Warner of the SFRA states that Asian, Inc. plans to develop 30 units of family rental housing on the site. Mr. Warner advises that the project will include two, three and four bedroom units. Rents will be set to be affordable to households whose incomes are at or below 60 percent of the San Francisco median income, adjusted for household size.

Mr. Warner states that the subject parcel was formerly the site of a warehouse owned by Goodwill Industries. This warehouse was damaged in the Loma Prieta earthquake, and was subsequently demolished and removed by Goodwill Industries. Mr. Warner reports that Goodwill Industries sold the parcel, which was then part of a larger parcel that has since been subdivided, to the SFRA in September of 1993 for

approximately $75.01 per square foot, or $33.34 higher per square foot than the $41.67 per square foot at which the SFRA is proposing to sell the parcel to Asian, Inc. Mr. Warner states that the SFRA proposes to write down the cost of the land in order to enable the nonprofit developer, Asian, Inc., to maintain below market rate rents during the 50 year term of the proposed Disposition and Development Agreement (DDA) between the SFRA and Asian, Inc.

Comments:

1. Ms. Pam Sims of the SFRA advises that the SFRA issued a Request for Qualifications (RFQ) to nonprofit housing developers in March of 1994 to select a developer for the subject parcel. Ms. Sims states that Asian, Inc. was the sole respondent to this RFQ. The SFRA Commission authorized the SFRA to enter into exclusive negotiations with Asian, Inc. in June of 1994.

2. Mr. Warner states that the DDA requires that rents be affordable to households with incomes at or below 80 percent of the San Francisco median income, adjusted for household size. However, Mr. Warner advises that the terms of a Low Income Housing Tax Credit regulatory agreement for this project provide even more stringent affordability restrictions, requiring that the rents be affordable to households with incomes at or below 60 percent of the Bay Area median income.

3. According to Mr. Warner, Asian, Inc. will finance development of the housing project through a combination of private investment generated by the Low Income Housing Tax Credits, a construction loan that has been committed by the SFRA, and a loan from Wells Fargo Bank for which Asian, Inc. has a commitment.

4. Mr. Warner advises that the SFRA plans to accept a $500,000 note secured by a Deed of Trust for the sale of the subject property. The note will bear interest at the Federal Cost of Funds. Principal and interest will be due in 50 years, upon expiration of the DDA.

5. Mr. Warner states that the DDA that would be approved under the proposed resolution is typical of the DDAs that the SFRA executes for affordable housing developments, and requires that the housing remain affordable to low income persons for at least 50 years.

6. The Board of Supervisors approved the South of Market Earthquake Recovery Redevelopment Plan on June 11, 1990. The Redevelopment Commission approved a revised Implementation Plan for the Redevelopment Plan on October

18, 1994. This implementation plan provides that the SFRA should facilitate construction of 150 new units of family housing in the South of Market Earthquake Recovery Redevelopment Area by 1999. Mr. Warner states that, to date, the SFRA has facilitated construction of 104 such units, not including the proposed project. The SFRA is proposing to complete the proposed sale in order to help meet the family housing construction goal contained in the implementation plan.

7. The resolution includes a finding that the sales price is not less than the fair reuse value of the property given the covenants and conditions and development costs authorized by the DDA. Mr. Warner states that the $500,000 sales price is the fair market value of the land, taking into account the construction costs and the costs of maintaining the units at regulated affordable levels for 50 years. Therefore, the proposed sales price, while lower than the price paid by the SFRA, is equivalent to the fair reuse value of the property given the rent restrictions attached to the sale, according to Mr. Warner.

Recommendation: Approval of the proposed resolution is a policy matter for the Board of Supervisors.

Harvey M. Rose

cc: Supervisor Migden
Supervisor Bierman
Supervisor Teng
President Shelley
Supervisor Alioto
Supervisor Ammiano
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

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HOUSING & LAND USE COMMITTEE
BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO

REGULAR MEETING

THURSDAY, OCTOBER 19, 1995, 10:00 A.M. **ROOM 410, VETERANS BUILDING**

MEMBERS: Supervisors Carole Migden, Sue Bierman, Mabel Teng

CLERK: Mary Red

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Disability Access

The Board of Supervisors Committee Meeting Room (410) and the Legislative Chamber of the Board (Room 404) are on the fourth floor at the Veterans Building, 401 Van Ness Avenue.

Both the Committee Room and the Chamber are wheelchair accessible. The closest accessible BART Station is Civic Center, 2 1/2 blocks from City Hall. Accessible MUNI line serving this location is the #42 Downtown Loop as well as the METRO stations at Van Ness and Market and at Civic Center. For more information about MUNI accessible services, call 923-6142.

There is accessible parking in the vicinity of the Veterans Building adjacent to Davies Hall and the War Memorial Complex.

Assistive listening devices are available for use in the Meeting Room and the Board Chamber. A device can be borrowed prior to or during a meeting. Borrower identification is required and must be held by Room 308 staff.

The following services are available on request 72 hours prior to the meeting or hearing:

For American sign language interpreters or the use of a reader during a meeting, contact Violeta Mosuela at (415) 554-7704.
For a large print copy of an agenda, contact Moe Vazquez at (415) 554-4909.

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City to accommodate these individuals.

CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

(a) File 19–95–9.1. [Parking Regulations, Townsend Street] Resolution enacting parking regulations at Townsend Street, south side, between 4th and 5th Streets by establishing two–hour parking time limit, 7 AM – 6 PM, Monday through Friday. (Housing & Land Use Committee)

(b) File 19–95–12. [Parking Regulations, Various Locations] Hearing recommending establishing and rescinding parking regulations at various location. DPT Order No. 907. (Department of Parking and Traffic)

PARKING METER AREA NO. 3 (1–HOUR TIME LIMIT, 9 AM – 6 PM, MONDAY THROUGH SATURDAY) – ESTABLISH.
Mission Street, east side, between 13th and 14th Streets.

ONE–HOUR PARKING TIME LIMIT, 7 AM – 6 PM, EXCEPT SUNDAY – RESCIND TOW–AWAY, NO PARKING, 7 AM – 6 PM, MONDAY THROUGH FRIDAY – ESTABLISH.
Enterprise Street, north side, east of Folsom Street (to the easterly end of the street).

(c) File 20–95–14. [Traffic Regulations, Various Locations] Hearing recommending establishing and rescinding traffic regulations, various location. DPT Order No. 907. (Department of Parking and Traffic)

MID–BLOCK CROSSWALK – ESTABLISH.
3rd Street from approximately 103 feet to 118 feet south of Minna Street, crossing 3rd Street (15–foot wide crosswalk).

MID–BLOCK CROSSWALK – RESCIND.
Bartlett Street, from approximately 300 feet to 317 feet south of 21st Street crossing Bartlett Street (17–foot wide crosswalk).

TOW–AWAY, NO PARKING ANYTIME–RESCIND.
Boardman Place, west side, from 0 feet to 75 feet north of Brannan Street (75–foot zone).

Broadman Place, west side, from 120 feet to 200 feet north of Brannan Street (80–foot zone).

ONE–WAY STREET – ESTABLISH.
Boardman Place, southbound, between Bryant and Brannan Streets.

Grant Avenue, northbound, between Beach and North Point Streets.

TOW–AWAY, NO STOPPING 7 AM – 6 PM, MONDAY THROUGH FRIDAY – ESTABLISH.
Harrison Street, north side, from Gordon Street to 173 feet easterly (173–foot zone to improve access to the right–turn land at 9th Street).

(d) File 40–95–14. [Residential Parking Area "I" Bartlett Street] Resolution extending the boundaries of Residential Permit Parking Area "I", in the Bartlett Street Area and adding to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

(e) File 40–95–15. [Residential Parking Area "U", South of Market] Resolution extending the boundaries of Residential Permit Parking Area "U" in the South of Market Area and adding to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

(f) File 124–95–5. [Parking Regulations, Stevenson Street] Ordinance amending Traffic Code by deleting Section 32.6.15 to remove the Police vehicle parking regulations on Stevenson Street. (Department of Parking and Traffic)

(g) File 124–95–6. [Parking Regulations, Jones/McAllister Streets] Ordinance amending Traffic Code Section 32.8.7 to delete the Police vehicle parking regulations on Jones Street and on McAllister Street. (Department Parking and Traffic)

(h) File 124–95–7. [Parking Regulations, Ahern Way] Ordinance amending Traffic Code Section 32.6.3 to modify the Police vehicle parking regulations on Ahern Way. (Department of Parking and Traffic)

ACTION:

REGULAR CALENDAR

2. File 115–95–9. [Final EIR, Hazardous Waste Management] Resolution adopting Final Environmental Impact Report and environmental findings that the amendment of Planning Code Section 225 to provide for the siting of hazardous waste management facilities as a conditional use within the M–2 Heavy Industrial District will have a significant impact on the environment, and adopting and incorporating environmental findings for the San Francisco County Hazardous Waste Management Plan (#87.813E) as contained in previous Board Resolution No. 67–92, File 128–91–3; companion measure to File 115–95–9.1. (Department of City Planning)
(City Planning Resolution No. 13941, adopted August 17)
(Continued from 9/21)

ACTION:

3. File 115–95–9.1. [Hazardous Waste Facility, Text Amendment] Ordinance Amending Part II, Chapter 11, of the San Francisco Municipal Code (City Planning Code) by amending Section 225 to add a hazardous waste facility as a conditional use in the M–2 (Heavy Industrial District) and incorporate by reference California Health and Safety Code, Division 20, Chapter 6.5, Articles 2 and 13; companion measure to File 115–95–9. (Department of City Planning)
(City Planning Resolution No. 13942, adopted August 17)
(Continued from 9/21)

ACTION:

4. File 223–95–21. [Liquor License/1901 McAllister St.) Hearing to consider that transfer of a Type 20 liquor license from 4305 Mission Street to 1909 McAllister Street, will serve the convenience and necessity of the City and County of San Francisco. Filed by Arinze Gaius Anoruo.
(Continued from 10/5)

ACTION:

5. File 28–95–13. [Emergency Repair, Grant Avenue Sewer] Resolution authorizing the Director of the Department of Public Works to take necessary measures to protect the health, welfare and property of the citizens of San Francisco by performing the necessary work to replace structurally inadequate sewer in Grant Avenue between Washington Street and Broadway – $190,752. (Department of Public Works)
(Recommended by Budget Committee 9/13/95)
(Referred from Board to Housing & Land Use Committee 9/18/95)
(Continued from 10/5)

6. File 200–95–6. [Grant Avenue Street/Sewer Reconstruction] Hearing to consider the progress on street and sewer reconstruction on Grant Avenue. (Supervisor Teng, Hsieh, Alioto) (Continued from 10/5)

   ACTION:

7. File 200–95–7. [Construction Project Coordination] Resolution urging the Chief Administrative Officer to urge the Director of Public Works to prepare a report outlining public notice, community outreach and project coordination procedures for construction projects impacting the public right–of–way. (Supervisors Teng, Alioto, Hsieh, Ammiano, Bierman)

   ACTION:

8. File 115–95–11. [Residential Zoning Amendments] Ordinance amending Planning Code by adding new Section 311 to establish new provisions that apply to construction in the RH and RM Zoning Districts for permit application review, notification and appeals procedures and adherence to approved design guidelines as well as to the Planning Code; and new provisions that apply to review of proposed demolitions in all residential district. (Department of City Planning)
   (City Planning Resolution No. 13960, adopted 9/21/95)

   ACTION:

9. File 30–95–17. [Mental Health Housing Plan] Resolution endorsing the Department of Public Health, Division of Mental Health, Five–Year Supported Housing Plan. (Supervisor Migden)

   ACTION:

10. File 85–95–5. [Mid–Embarcadero/Terminal Separator Structure] Resolution endorsing the Department of Parking and Traffic Variant as the preferred alternative for replacement of the Mid–Embarcadero/ Terminal Separator structure, requesting Department of City Planning to incorporate the variant as the preferred alternative in the DEIS/DEIR, and requesting the Chief Administrative Officer to take the necessary steps to secure funding at the earliest possible time. (Also see Files 272–90–1 and 85–94–2). (Chief Administrative Officer)

    ACTION:

HOUSING & LAND USE COMMITTEE
BOARD OF SUPERVISORS
ROOM 308, VETERANS BUILDING

Important Hearing Notice

Public Library, Documents Dept.
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BOARD OF SUPERVISORS

BUDGET ANALYST

1390 Market Street, Suite 1025, San Francisco, CA 94102 (415) 554-7642
FAX (415) 252-0461

October 17, 1995

TO: Housing and Land Use Committee

FROM: Budget Analyst Recommendations for

SUBJECT: October 19, 1995 Housing and Land Use Committee Meeting

Item 5 - File 28-95-13

Note: This item was continued from the Housing and Land Use Committee meeting of October 5, 1995.

Item: Resolution authorizing the Director of the Department of Public Works to take necessary measures to protect the health, welfare and property of the citizens of San Francisco by performing the necessary work to replace structurally inadequate sewers located at Grant Avenue between Washington Street and Broadway.

Amount: $190,752

Source of Funds: Repair and Replacement Fund financed by Sewer Service Charges

Description: According to the Department of Public Works (DPW), on May 25, 1995, the Bureau of Street and Sewer Repair of the DPW requested an emergency contract to repair structural inadequacies in the existing sewer at Grant Avenue between Washington Street and Broadway. The damaged sewer, discovered during road re-surfacing work, was determined to be in imminent danger of collapse, according to P.T. Law of the DPW, and a Class "A" Emergency was declared. A Class "A" Emergency is one which threatens the immediate health,

welfare and property of citizens and must be repaired without delay.

Mr. Law reports that, in accordance with Section 6.30 of the Administrative Code, a contractor was selected without instituting a bidding procedure, as allowed by the Class "A" Emergency authorization. The DPW selected Shaw Pipelines Inc., which bid $190,752 for the contract. Shaw Pipelines Inc., is an LBE firm but is not an MBE or WBE firm. Although repair work on the sewer was completed on August 18, 1995, the actual contract cost had not been finalized as of the writing of this report.

Recommendation: Approve the proposed resolution.

Item 9 - File 30-95-17

1. This item is a hearing to consider the Five-Year Supportive Housing Plan (FY 1995-96 through FY 1999-2000) prepared by the Division of Mental Health of the Department of Public Health (DPH).

2. The Division of Mental Health convened a task force during 1994 and 1995 to develop a long-term plan to address the supportive housing needs of psychiatrically disabled individuals. The Plan was approved by the Mental Health Board on March 8, 1995, and by the Health Commission on July 11, 1995. The Plan identifies several reasons the City needs a long-term plan, including;

- there are 1,500 to 3,000 San Franciscans with psychiatric disabilities in need of supported housing, who without assistance and supportive services, are unable to live independently;

- there are insufficient linkages between affordable permanent housing and support services;

- approximately 30 to 40 percent of homeless San Franciscans are psychiatrically disabled;

- in the absence of affordable housing linked to support services, psychiatrically disabled individuals cycle through the City's costly acute care system, such as San Francisco General Hospital's Psychiatric Emergency Services, and the criminal justice system, and;

- due to a lack of leadership, focused planning, and a consistent stable resource base, San Francisco has fallen behind other major metropolitan areas in addressing these issues.

3. In order to develop a City-wide system of housing which is linked to supportive services for psychiatrically disabled individuals, the Plan identifies three priority areas, including (1) Housing Priorities, (2) Service Priorities, and (3) System-Building Priorities. The Plan also includes an analysis of the estimated City expenditures required to implement the Plan, the potential funding sources (See Comment No. 8), and an implementation plan. These components are summarized below.

4. Housing Priorities

Over a five-year period, the Plan calls for developing or making available 500 new units of housing for psychiatrically disabled individuals throughout the City, which would be linked to either very intensive support services, or intensive support services. Of these 500 units, the goal is to link approximately 105 of the housing units to very intensive support services and 395 of the housing units to intensive support services (See Comment No. 5 for a description of such services).

The housing units would be developed or made available throughout the City through a combination of rehabilitating existing Single Room Occupancy (SRO) hotel units, apartment buildings or houses, new construction, rental subsidies to make existing housing affordable to very low income individuals, and agreements with affordable housing providers, such as the San Francisco Housing Authority, or non-profit housing development corporations, to provide supportive services in exchange for the commitment of existing units to house persons with psychiatric disabilities, as prioritized by the Plan.

5. Service Priorities

The Plan calls for establishing services teams, composed of mental health professionals and paraprofessionals, peer counselors, and consumer advocates, to provide (a) intensive support services, and (b) very intensive support services for all tenants living in the housing developed or made available under this Plan. The purpose of the services team is to address tenant issues, including substance abuse and HIV/AIDS, either at the tenant's home, or at an off-site location.

Intensive support services would typically include the provision of flexible services in the home and in the community, with access to as needed round-the-clock crisis services. Very Intensive support services may include the provision of routine tenant access to multiple helpers, and the availability of 24 hour per day in-home services or support. The recommended staff to tenant ratio for the services team is approximately 1:25 for tenants who need intensive support services, and between 1:10 and 1:5 for tenants who need very intensive services.

The Plan's service priorities also call for (1) the expanded availability of residential treatment programs for individuals who are dual-disordered with substance abuse and mental illness, and (2) the establishment of on-site staffing in buildings with 50 to 100 units, in order to coordinate services and activities in response to the needs of the tenants.

6. System Building Priorities

In order to (a) increase the City's capacity to provide new units of housing which are linked to supportive services, and (b) establish an industry of providers capable of developing and administering successful supported housing units, the Plan calls for the City to provide existing non-profit housing developers and service providers with capacity-building support and technical assistance, including (1) technical assistance in site acquisition, project design, and assemblage of housing and service financing packages, (2) technical assistance and training in the development and operation of supported service programs that are linked to housing, (3) technical assistance in the development and/or upgrading of accounting and fiscal management systems sufficient to meet more sophisticated accounting demands such as Medi-Cal reimbursement reports, and tax credit accounting requirements.

In addition, the Plan calls for (1) the provision of training for all staff and tenants who will work in the proposed supported housing units in mental health, substance abuse, conflict resolution, and health-related issues, including AIDS education and prevention, (2) the development of a centralized housing availability information and referral system, and (3) the establishment of requirements to ensure that future tenants of the supported housing units assist in the design and development of the units.

7. Estimated Expenditures

The Plan estimates that over the five-year time frame of the Plan, the total cost of the Plan will be approximately $46.8 million, including, (1) approximately $40.3 million for capital costs for the development of the various types of proposed housing units, which will range from $35,000 to $100,000 per unit, (2) approximately $1.2 million over the five-year period for operating costs, which are estimated to be approximately $325 per month for each of the 500 units as they come on line, and (3) approximately $5.3 million for supportive services which will cost approximately (a) $3,000 per month per person for very intensive services, and (b) approximately $650 per month per person for intensive services. As noted above, the plan proposes that the housing units be developed, or made available over a five-year period, so the operating and service costs associated with the housing units, which are identified in total above, would increase incrementally over the five year development period.

8. Funding Sources

The Plan states that each year the Division of Mental Health and Substance Abuse Services (DMS) intends to budget the amount needed to provide both the very intensive and the intensive support services for the corresponding units of housing. The Plan outlines several potential City and Federal funding sources for the costs associated with the development of the housing units, the operating costs of the housing units, and the costs associated with the supportive services, including:

- Redirecting funds from various DPH-funded Institute for Mental Disorder (IMD) beds to support the operating and support services costs of the proposed housing units. The Plan estimates that by the year 2002, DPH will have reduced annual funding for IMD beds by approximately $1.8 million annually because of a recently imposed length of stay limit at the IMDs. Therefore, the annual savings for these beds can be redirected to support the Plan.

- Funds currently available for jail diversion programs through the Sheriff and Forensic Services, a Division of DPH, could be used to subsidize the support services and operating costs of the proposed housing units, if these units served individuals with psychiatric disabilities who are also in the jail system;

- Funds which are currently used by SFGH for the provision of emergency medical care for individuals with psychiatric disabilities could be

redirected to support the Plan, if the Plan results in lower usage of SFGH's emergency services;

- A portion of the annual amount of $400,000 which is administered by the AIDS Office and the San Francisco Redevelopment Agency to support services and housing for persons with HIV/AIDS could be pooled with other departmental funds to establish a services program capable of serving individuals with both HIV/AIDS and psychiatric disabilities;

- The Community Substance Abuse Services, Division of DPH, administers a Federal "Target Cities" grant, which provides intakes, assessments, and referrals to treatment for substance abusers. The Plan proposes the integration of components of the Plan with Target Cities in order to expand assessment, referral, and treatment capacity for individuals who have both a mental illness and a substance abuse problem;

- Medi-Cal funding can be used to partially reimburse the costs of rehabilitative and case management services associated with the supportive services of the Plan, and;

- The Federal Department of Housing and Urban Development (HUD) provides funding for housing development, operating costs, and related service programs for homeless individuals as part of the McKinney Act. The Division of Mental Health will present a plan to a Local Board (the Local Board has not yet been established) responsible for administering the HUD funds, and request that, at a minimum, $1.5 million of these funds be dedicated to the capital costs of the housing under this Plan.

9. Implementation and Oversight

To implement the Plan, the Division of Mental Health will establish a Committee on Housing for Persons with Psychiatric Disabilities, which may include representatives of the major service branches of divisions within DPH, including the AIDS Office, Substance Abuse and Forensic Services. Other Committee members will include representatives from the Department of Social Services, the Mayor's Office of Housing, the Redevelopment Agency, the Housing Authority, consumers and mental health advocates, families and friend of mental Health consumers, as well as service providers and advocates for the homeless. The Committee will monitor the implementation of the Plan, and will report annually to the Health Commission on its activities, achievements relative to the priorities established by this Plan, and the barriers to implementation.

The Mental Health Board and the Health Commission will, prior to the development of the DPH annual budget, review a budget proposal for the Plan to be included in the total DPH budget for that year, and review and monitor progress toward meeting the goals identified in the Plan.

Item 10 - File 85-95-5

Department: Chief Administrative Officer

Item: Resolution endorsing the Department of Parking and Traffic Variant (DPT Variant) as the preferred alternative for replacement of the Mid-Embarcadero Terminal Separator structure, requesting Department of City Planning to incorporate the DPT Variant as the preferred alternative in the Draft Environmental Impact Study and Draft Environmental Impact Report (DEIS/DEIR), and requesting the Chief Administrative Officer to take the necessary steps to secure funding at the earliest possible time.

Description: The proposed resolution would specify that the Board of Supervisors designates the Department of Parking and Traffic Variant (DPT Variant) as the City's preferred alternative for replacement of the Mid-Embarcadero and the Terminal Separator Structure. The Embarcadero and Terminal Separator segments of the I-480 freeway were badly damaged in the 1989 Loma Prieta earthquake, and were subsequently removed by the California Department of Transportation (Caltrans). In 1990 and in 1994, the Board of Supervisors approved resolutions requesting that Caltrans not fully rebuild these structures, but instead study other alternatives for restoring traffic service and safety in the area. A Draft Environmental Impact Statement and Draft Environmental Impact Report (DEIS/DEIR) have now been completed detailing several options for restoration of traffic service in the area. The DEIS/DEIR are currently under public review in a series of public hearings being conducted by the Department of City Planning, with the public comment period scheduled to close on October 23rd.

If the proposed resolution is approved by the Board of Supervisors, the Department of City Planning would proceed with incorporating the DPT Variant into a Final Environmental Impact Statement and Final Environmental Impact Report (FEIS/FEIR) for the project, and the Chief Administrative Officer would proceed towards securing Federal Emergency Relief (ER) funds for project construction. After the FEIS/FEIR process is complete in early 1996, the Board of Supervisors will be asked to make a final recommendation on the project. The Office of the Chief Administrative Officer expects that environmental review for the project will be complete and the project certified in the spring of 1996, that Federal funds will be available in late 1996, and that construction will begin in early 1997.

The Department of Parking and Traffic Variant for the Mid Embarcadero and Terminal Separator project would have the following major elements:

- The Embarcadero from Howard to Broadway would be a four lane roadway, plus two additional lanes for parking that would be cleared for traffic to make six lanes during peak hours, with the F-line MUNI running in its median area, and bicycles lanes on both sides. The roadway would curve westward in front of the Ferry Building to accommodate a public plaza in that area;

- The Embarcadero roadway from Folsom to Howard would be realigned to accommodate Rincon Park;

- The Fremont Street off-ramp from the freeway would be realigned southward to touch down at Folsom and Fremont Streets, the Fourth Street off-ramp would be widened, and the two freeway on-ramps at Sterling and Essex Streets would, at a later date, be made flexible to accommodate either carpool lanes, or mixed use lanes, as required by traffic demand;

- A variety of lane changes, re-painting of the roadways, and sign changes would be carried out to improve traffic flows throughout the area.

Other alternatives studied in the DEIR/DEIS for this project would differ from the DPT Variant in the following major ways;

- Under Alternatives 5A and 5B, the Embarcadero roadway would be split in front of the Ferry building, with a public plaza constructed between the north and southbound sides, and the F-line MUNI running alongside and west of the northbound portion of the roadway;

- Under Alternatives 3A, 3B, 5A, and 5B, a new freeway on-ramp would be added from Harrison and Second Streets;

- Under Alternatives 3A, 3B, 5A, and 5B, a new off-ramp would be added from the freeway to Second Street at Stillman.

Comments:

1. The DPT Variant has been recommend by the Planning Commission as the best alternative, offering; (a) a high level of traffic service, (b) beneficial treatment of public space near the Ferry Building, and, (c) improved conditions for nearby residential areas through not constructing additional freeway

ramps. The Port Commission has recommended the DPT Variant for that portion of the project that affects Port property (the Mid-Embarcadero section). The Parking and Traffic Commission and the Redevelopment Commission will each make their recommendations on this project at meetings scheduled for Tuesday October 17, 1995.

2. Federal regulations require that projects seeking ER funding restore traffic service at a level comparable to the service which was provided prior to the earthquake. The DEIS/DEIR studied 10 alternatives for the Mid-Embarcadero area, of which four (Alternatives 3A, 3B, 5A, and 5B), have been determined by Caltrans and the Federal Highway Administration (FHA) to be eligible for ER funding under the requirement for comparable service. According to Ms. Rebecca Kohlstrand, Waterfront Transportation Projects Office Project Manager, the DPT Variant has been tentatively determined by Caltrans to be eligible for ER funding, although a final determination on this issue is still pending from the FHA.

3. Estimated construction costs for the four ER-eligible alternatives range from $81 million to $103 million, with the DPT Variant estimated to cost $81 million. The lower cost for the DPT Variant is primarily due to the absence of new freeway ramps required in this alternative.

4. In addition to the construction cost, the DPT Variant, and other alternatives, would require that the City either; a) build a 1 to 2 story underground parking garage to replace approximately 340-350 waterfront parking spaces now operated by the Port of San Francisco which would be lost through construction of the Embarcadero roadway and plaza, or, b) compensate the Port directly for the loss of the 340-350 parking spaces by paying the Port a sum based on a fair market value appraisal of the land occupied by the parking spaces, plus some negotiated portion of the revenue which would be lost through the loss of the parking spaces.

If the City chooses to replace the Port parking areas by building a parking garage, the cost would range from $25 to $38 million, or $71,428 to $108,571 per parking space, according to Ms. Kohlstrand. Ms. Kohlstrand advises that this cost is due to the high cost of underground construction at the waterfront, and to the need to conduct cleanup of toxic contamination in the waterfront area if an underground parking facility is built.

If the City chooses to compensate the Port directly, instead of building a parking garage, the cost would be approximately $6 million for the fair market value of the land, plus a negotiated sum based on a number of years of parking revenue loss to the Port. The Port currently receives $500,000 to $600,000 annually in parking revenues from the 340-350 spaces that would be removed by the project. Ms. Kohlstrand advises that this option may be somewhat less costly than the $25-$38 million dollar cost to construct a parking garage, but that it is not possible to estimate the full cost of this option at this time.

Ms. Kohlstrand advises that no determination has yet been made by either the Port or the CAO on whether or not to pursue replacement of the Port parking facilities, or direct compensation to the Port. Ms. Kohlstrand adds that the cost of replacing or purchasing the Port parking would be eligible for Federal ER funds under the Mid-Embarcadero portion of the project.

5. The overall cost to build the DPT Variant is estimated at approximately $106 million to $119 million, including both construction costs and the cost of replacing Port parking areas. According to Ms. Kohlstrand, the Mid-Embarcadero area is eligible for up to $58.5 million in ER funding, and the Terminal Separator structure is eligible for up to $61 million in ER funding, for a total of up to $119.5 million in available ER funding. Use of ER funding requires a 15 percent match of local funds, and Ms. Kohlstrand advises that after the portions of the DPT Variant which are not eligible for ER funding are excluded, the local share of the project cost would rise to approximately 25 percent, or up to an estimated maximum of $29.75 million. The CAO's Office has determined that the DPT Variant can be funded with the available ER funds, and that sufficient local matching funds are also available with a combination of State ER funds, State Congestion Relief funds, San Francisco Proposition B sales tax funds, and funds from the sale of land parcels at Clay Street, Washington Street, and Broadway which were made available for this purpose after the removal of the Embarcadero Freeway.

6. Representatives of the CAO's Office will be available at the Housing and Land Use Committee Meeting of October 19, 1995 to provide further information to the Board of Supervisors and respond to questions on the Mid-Embarcadero and Terminal Separator project.

Recommendation: Approval of the proposed resolution is a policy matter for the Board of Supervisors.

Harvey M. Rose

cc: Supervisor Migden
Supervisor Bierman
Supervisor Teng
President Shelley
Supervisor Alioto
Supervisor Ammiano
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
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HOUSING & LAND USE COMMITTEE
BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO

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REGULAR MEETING

THURSDAY, NOVEMBER 2, 1995, 10:00 A.M. ROOM 410, VETERANS BUILDING

MEMBERS: Supervisors Carole Migden, Sue Bierman, Mabel Teng

CLERK: Mary Red

* * * * * * * * * * * * * * *

Disability Access

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For a large print copy of an agenda, contact Moe Vazquez at (415) 554-4909.

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CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

(a) File 18–95–13. [Stop Signs, Various Locations] Hearing recommending establishment and revocation of Stop Signs, various locations. DPT Order No. 921. (Department of Parking and Traffic)

STOP SIGNS – ESTABLISH.
17th and Florida Streets, northeast and southwest corners, stopping 17th Street (makes this an all–way Stop).

Fernum and Moffitt Streets, northeast and southwest corners, stopping Moffitt Street (makes this an all–way Stop).

STOP SIGNS – RESCIND.
34th Avenue and Wawona Street, southeast corner, stopping 34th Avenue (Stop sign removal in conjunction with conversion to a one–way street).

(b) File 19–95–13. [Parking Regulations, Various Locations] Hearing recommending establishment of parking regulations, various locations. DPT Order No. 921. (Department of Parking and Traffic)

NO PARKING ANYTIME – ESTABLISH.
Fremont Street, west side, from Folsom Street to 217 feet northerly (217 foot zone, extending to the Bay Bridge off–ramp)

Mars Street, west side, from 105 feet to 215 feet south of 17th Street (110–foot extension to existing zone, up to and including the driveway for #42 Mars Street)

UNMETERED MOTORCYCLE PARKING – ESTABLISH.
California Street, north side, from Cushman Street to 18 feet easterly (18–foot zone accommodating 5 unmetered motorcycle parking spaces)

(c) File 20–95–15. [Traffic Regulations, Various Locations] Hearing recommending establishment and revocation of traffic regulations, various locations. DPT Order No. 921. (Department of Parking and Traffic)

NO TURN ON RED – ESTABLISH
Valencia Street, northbound, at Market Street.

TOW–AWAY, NO STOPPING, 4 PM – 6 PM, MONDAY THROUGH FRIDAY – RESCIND
Larkin Street, east side, between Broadway and Pacific Avenue.

ACTION:

2. File 20–95–20. [Traffic Regulations, Various Locations] Hearing recommending establishment of traffic regulations, various locations. DPT Order No. 921. (Department of Parking and Traffic)

TOW–AWAY LANE MUST TURN RIGHT – ESTABLISH
Irving Street, eastbound, at 2nd Avenue.

TOW–AWAY, NO STOPPING ANYTIME – ESTABLISH
Irving Street, north side, from 2nd Avenue to 145 feet westerly (145–foot zone).
Irving Street, north side, from 2nd Avenue to 60 feet easterly (60–foot zone).
Irving Street, south side, from 2nd Avenue to approximately 300 feet easterly (300=foot zone, including curved portion opposite Arguello Boulevard)
Judah Street, both sides between 9th and 10th Avenues.
Judah Street, north side, between 18th and 19th Avenues.
Judah Street, north side, between Sunset Boulevard and 36th Avenue.
Judah Street, north side, from 18th Avenue to 60 feet easterly (60–foot zone).
Judah Street, north side, from 36th Avenue to 160 easterly (160–foot zone).
Judah Street, south side, between 19th and 20 Avenues.
Judah Street, south side, between Sunset Boulevard and 37th Avenue.
Judah Street, south side, from 10th Avenue to 80 feet westerly (80–foot zone).
Judah Street, south side, from 37th Avenue to 170 feet westerly (170–foot zone).

TOW–AWAY, NO STOPPING, 8 AM – 6 PM, MONDAY THROUGH FRIDAY – ESTABLISH.
Irving Street, south side, from 2nd Avenue to 150 feet westerly (150–foot zone).

TRANSIT AND LEFT TURNS ONLY – ESTABLISH.
Irving Street, eastbound and westbound, within streetcar lanes between Arguello Boulevard and 3rd Avenue.

ACTION:

3. File 24–95–3. [Appeal, Minor Sidewalk Encroachment, 56 Samoset] Communication received from Mark J. Divelbiss on behalf of Ms. Isabelle LaPierre, appealing denial by the Department of Public Works, in letter dated August 9, 1995, to legalize the construction of an existing fence at 56 Samoset Street encroaching into the public right–of–way fronting the subject property.

ACTION:

4. File 34–95–2. [Sidewalk Width Regulations, Various Streets] Ordinance amending Ordinance No. 1061 entitled "Regulating the Width of Sidewalks" by adding thereto Section 1519 changing the official widths of sidewalks at Larkin Street & Myrtle Street and Eddy Street & Jones Street as shown on the Department of Public Works drawings labeled Q–20–433 and Q–20–434; and making findings pursuant to City Planning Code Section 101.1. (Department of Public Works)

ACTION:

5. File 73–95–4. [Redevelopment Project Merger] Resolution adopting final negative declaration of environmental impact, finding and determining that the proposed amendments to the Embarcadero–Lower Market (Golden Gateway) approved Redevelopment Project Area E–1; and South of Market Earthquake Recovery Redevelopment Project Area for purposes of merging said project areas into One Merger Redevelopment Project, will not have a significant impact on the environment, and adopting and incorporating findings of final negative declaration of environmental impact. (Supervisor Bierman)

   ACTION:

6. File 73–95–2. [Redevelopment Plan Amendment] Ordinance amending Ordinance No. 234–90, which approved the Redevelopment Plan for the South of Market Earthquake Recovery Redevelopment Project Area, and Ordinance No. 431–94 amending said Redevelopment Plan, by further amending said Redevelopment Plan to merge the South of Market Earthquake Recovery Redevelopment Project Area into a merged Redevelopment Project consisting of the Embarcadero–Lower Market (Golden Gateway) approved Redevelopment Project Area E–1 and the South of Market Earthquake Recovery Redevelopment Project Area, with additional amendments to said Redevelopment Plan necessary for and to implement said merger. (Supervisor Bierman).

   ACTION:

7. File 73–95–3. [Redevelopment Plan Amendment] Ordinance amending Ordinance No. 301–59, which approved the Redevelopment Plan for the Embarcadero–Lower Market (Golden Gateway) approved Project Area E–1, and Ordinances amending said Redevelopment Plan, namely Ordinance Nos. 208–61, 196–64, 123–67, 204–68, 479–76, 476–86 and 418–94, by further amending said Redevelopment Plan to merge the Embarcadero–Lower Market (Golden Gateway) approved Project Area E–1 into a merged Redevelopment Project consisting of the South of Market Earthquake Recovery Redevelopment Project Area and the Embarcadero–Lower Market (Golden Gateway) approved Redevelopment Project Area E–1, with additional amendments to said Redevelopment Plan necessary for and to implement said merger. (Supervisor Bierman)

   ACTION:

8. File 223–95–26. [Liquor License, 473 Broadway Street] Hearing to consider that issuance of a liquor license at 473 Broadway Street for Max R. Young, will serve the convenience and necessity of the people of the City and County of San Francisco. Filed by Max R. Young

   ACTION:

9. File 223–95–27. [Liquor Licenses Transfer, 766 Harrison] Hearing to consider that transfer of off–sale general and on–sale beer and wine licenses from 768 Harrison Street to 766 Harrison Street to Todd Zucker for K & L Wines & Spirits, will serve the convenience and necessity of the City and County of San Francisco. Filed by Todd Zucker, President, BBC Enterprises, Inc.

   ACTION

10. File 223-95-28. [Liquor License Transfer to 2323 Chestnut Street] Hearing to consider that transfer of a Type 21 Off- Sale General license from 5425 Mission Street to 2323 Chestnut Street for Marina Supermarket Inc., will serve the convenience and necessity of the City and County of San Francisco. Filed by Daniel P. Manza, V.P., Marina Supermarket Inc.

    ACTION:

11. File 223-95-29. [Liquor License Transfer, 1701 Greenwich Street] Hearing to consider that transfer of a Type 20 Off-Sale Beer & Wine license from 1201 Mariposa Street to 1701 Greenwich Street for Fort Mason Market, will serve the convenience and necessity of the City and County of San Francisco. Filed by Jeffrey M. Thomas, Owner.

    ACTION:

HOUSING AND LAND USE COMMITTEE
BOARD OF SUPERVISORS
ROOM 308, VETERANS BUILDING
SAN FRANCISCO, CA 94102

IMPORTANT
HEARING NOTICE

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CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET ANALYST

1390 Market Street, Suite 1025, San Francisco, CA 94102 (415) 554-7642
FAX (415) 252-0461

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October 31, 1995

TO: Housing and Land Use Committee

FROM: Budget Analyst Recommendations for

SUBJECT: November 2, 1995 Housing and Land Use Committee Meeting

Items 5, 6 and 7 - Files 73-95-4, 73-95-2 and 73-95-3

Department: Redevelopment Agency

Items: Item 5, File 73-95-4 - Resolution adopting final negative declaration of environmental impact, finding and determining that the proposed amendments to the Embarcadero-Lower Market (Golden Gateway) Redevelopment Project Area E-1 and the South of Market Earthquake Recovery Redevelopment Project Area, for purposes of merging said project areas into a single Merged Redevelopment Project Area, will not have a significant impact on the environment; and adopting the findings of the final negative declaration of environmental impact.

Item 6, File 73-95-2 - Ordinance amending Ordinance No. 234-90 and Ordinance No. 431-94, to merge the South of Market Earthquake Recovery Redevelopment Project Area with the Embarcadero-Lower Market (Golden Gateway) Redevelopment Project Area E-1.

Item 7, File 73-95-3 - Ordinance amending Ordinance Nos. 301-59, 208-61, 196-64,194-64, 123-67, 204-68, 479-76, 476-86 and 418-94, to merge the Embarcadero-Lower Market (Golden Gateway) Project Area E-1 with the South of Market Earthquake Recovery Redevelopment Project Area.

Description:

The Redevelopment Plan for the South of Market Earthquake Recovery Redevelopment Project Area was approved by the Board of Supervisors in 1990. The Redevelopment Plan for the Embarcadero-Lower Market (Golden Gateway) Redevelopment Project Area E-1 was approved by the Board of Supervisors in 1959. The proposed ordinances (Files 73-95-2 and 73-95-3) would amend the Redevelopment Plans for the South of Market Earthquake Recovery Redevelopment Project Area and the Embarcadero-Lower Market (Golden Gateway) Project Area E-1 respectively, to permit the merger of these two project areas into a single Merged Redevelopment Project Area. Mr. Bob Gamble, of the Redevelopment Agency, advises that the purpose of this merger is to permit tax increment funds currently attributable to the Embarcadero-Lower Market (Golden Gateway) Project Area E-1 to be used, in part, to finance redevelopment (e, g., low to moderate income housing) in the South of Market Earthquake Recovery Redevelopment Project Area. According to Mr. Gamble, the South of Market Earthquake Recovery Redevelopment Project Area does not have a sufficient property tax base to finance the needed redevelopment projects in this area. Mr. Gamble advises that at least 50 percent of all tax increment funds from the Merged Redevelopment Project, which are allocated to the Redevelopment Agency, shall be deposited in the Low and Moderate Income Housing Fund.

Additionally, Mr. Gamble advises that any expenditure of tax increment funds to finance a redevelopment project in the proposed Merged Redevelopment Project Area, would require future approval by the Board of Supervisors.

The proposed resolution (File 73-95-4) would adopt the final negative declaration of environmental impact with respect to the proposed Merged Redevelopment Project Area. The Redevelopment Agency conducted an Environmental Initial Study for the proposed Merged Redevelopment Project Area, and has determined that the proposed amendments to the South of Market Earthquake Recovery Redevelopment Project Area and the Embarcadero-Lower Market (Golden Gateway) Redevelopment Project Area E-1 Plans relate only to the merger of the subject project areas for purposes of providing additional tax increment funds to finance redevelopment in the South of Market Earthquake Recovery Redevelopment Project Area. Therefore, the Study finds that the proposed amendments would have no significant effect on the environment.

Comments:

1. Mr. Larry Florin, Director of Project Development of the Redevelopment Agency, advises that the proposed merger, which would permit tax increment funds currently attributable to the Embarcadero-Lower Market (Golden Gateway) Project Area E-1 Plan to be used to finance redevelopment in the South of Market Earthquake Recovery Redevelopment Project Area, would have no fiscal impact on the City or the Redevelopment Agency. According to Mr. Florin, the proposed merger would not effect the overall amount of the tax increment funds currently attributable to these two project areas under the existing Plans.

2. Mr. Gamble advises that for FY 1996-95 a total of $1,591,000 in tax increment funds is budgeted for the South of Market Earthquake Recovery Redevelopment Project Area and a total of $6,000,000 in tax increment funds is budgeted for the Embarcadero-Lower Market (Golden Gateway) Project Area E-1.

Recommendation: Approval of the proposed resolution and the two ordinances is a policy matter for the Board of Supervisors.

Harvey M. Rose

cc: Supervisor Migden
Supervisor Bierman
Supervisor Teng
President Shelley
Supervisor Alioto
Supervisor Ammiano
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

SF
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#2
11/16/95

MINUTES

JOINT MEETING

BUDGET COMMITTEE
HOUSING AND LAND USE COMMITTEE

BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO

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THURSDAY, NOVEMBER 16, 1995 – 9:00 A.M.

VETERANS BUILDING
401 VAN NESS AVENUE
ROOM 410

MEMBERS: SUPERVISORS TOM HSIEH, CAROLE MIGDEN, BARBARA KAUFMAN, SUE BIERMAN, MABEL TENG

CLERK: GREGOIRE HOBSON

TIME MEETING CONVENED: 9:06 A.M.

1. File 85–95–6. [Transbay Terminal] Resolution urging the Alternative One, Alternative Two, Alternative Three, Alternative Four, Alternative Five or Alternative Six be selected as the preferred alternatives for the City's Transbay Area Plan and be the Locally Preferred Alternatives for the purposes of the Joint Powers Board Caltrain Extension Environmental Impact Study. (Supervisor Hsieh)

   SPEAKERS: DEPARTMENTAL REPRESENTATIVES: Gail Goldman, Project Manager, Transby Survey Area, Redevelopment Agency; Larry Badiner, Project Manager, City Planning Department; Stuart Sunshine, Office of the Mayor; Lu Blazej, Director, City Planning Department. OTHER OFFICIAL: Andy Nash, Peninsula Corridor Joint Powers Board. IN SUPPORT: None. OPPOSED: None.

   ACTION: HEARING HELD. AMENDMENT OF THE WHOLE BEARING NEW TITLE PRESENTED IN COMMITTEE BY SUPERVISOR HSIEH. ADOPTED. CONSIDERATION CONTINUED TO THE CALL OF THE CHAIR. NEW TITLE: "Urging that alternative one, alternative two, alternative three, alternative four, alternative five or alternative six be selected as the preferred alternative for the City's Transbay Area Plan and be the Locally Perferred Alternative for the purposes of the Joint Powers Board CalTrain Extension Environmental Impact Study, and recommending that the Joint Powers Board pursue Townsend Street for the east–west alignment of CalTrains."

   VOTE: 3–2. (Supervisors Migden, Kaufman absent.)

TIME MEETING ADJOURNED: 10:03 A.M.

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11/16/95

CALENDAR

HOUSING & LAND USE COMMITTEE
BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO

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REGULAR MEETING

THURSDAY, NOVEMBER 16, 1995, 10:00 A.M. ROOM 410, VETERANS BUILDING

MEMBERS: Supervisors Carole Migden, Sue Bierman, Mabel Teng

CLERK: Mary Red

* * * * * * * * * * * * * * *

Disability Access

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(a) File 18–95–14. [Stop Signs, 5th and Berry Streets] Hearing recommending establishment of Stop Signs, 5th and Berry Streets, northwest corner, stopping southbound 5th Street. DPT Order No. 930. (Department of Parking and Traffic)

(b) File 18–95–15. [Stop Signs, Various Locations] Hearing recommending establishment of Stop signs at various locations. DPT Order No. 937. (Department of Parking and Traffic)

STOP SIGNS – ESTABLISH.
12th Avenue and Balboa Street, northeast and southwest corners, stopping Balboa Street (makes this an all–way Stop).
18th and Hampshire Streets, northwest and southeast corners, stopping Hampshire Street (makes this an all–way Stop).
Junipero Serra Boulevard Service Road (west side) and Holloway Avenue, northwest and southeast corners, stopping the Juniper Serra Boulevard Service Road (presently uncontrolled).

(c) File 19–95–14. [Parking Regulations, Various Locations] Hearing recommending establishment of parking regulations, various locations. DPT Order No. 930. (Department of Parking and Traffic)

PARKING METER AREA NO. 3(1–HOUR TIME LIMIT, 9 AM – 6 PM, MONDAY THROUGH SATURDAY) – ESTABLISH.
4th Street, both sides, between Berry and King Streets.
5th Street, both sides, between Berry and King Streets.
Berry Street, both sides, between 3rd and 5th Streets.
King Street, both sides, between 3rd and 5th Streets.

(d) File 19–95–15. [Parking Regulations, Various Locations] Hearing recommending establishing and rescinding parking regulations at various locations. DPT Order No. 937. (Department of Parking and Traffic)

30–MINUTE PARKING TIME LIMIT, 7 AM – 6 PM, MONDAY THROUGH FRIDAY – ESTABLISH.
22nd Street, south side, from 201 to 223 feet east of Potrero Avenue (22–foot zone, replaces existing yellow zone).

NO PARKING ANYTIME – RESCIND.
TOW–AWAY, NO STOPPING ANYTIME – ESTABLISH.
Clarence Place, east side, from Townsend Street to north end.

NO PARKING ANYTIME – RESCIND.
TWO–HOUR PARKING TIME LIMIT, 7 AM – 6 PM, MONDAY THROUGH SATURDAY – ESTABLISH.
Clarence Place, west side, from Townsend Street to 110 feet northerly (110–foot zone).

PARKING METER AREA NO. 3 (1-HOUR TIME LIMIT, 7 AM - 6 PM, MONDAY THROUGH SATURDAY) - ESTABLISH.
Vicksburg Street, west side, from 24th Street to 75 feet southerly (75-foot zone).

PERPENDICULAR (90-DEGREE) PARKING - ESTABLISH.
16th Street, north side, from Castro Street to a point 72 feet west of Noe Street (470-foot zone).

TOW-AWAY, NO PARKING ANYTIME - ESTABLISH.
Turk Street, south side, from 260 feet to 510 feet east of Laguna Street (250-foot zone, replaces existing red zone).

(e) File 20-95-17. [Traffic Regulations, Various Locations] Hearing recommending establishment of traffic regulations, various locations. DPT Order No. 930. (Department of Parking and Traffic)

TOW-AWAY, NO STOPPING ANYTIME - ESTABLISH.
3rd Street, both sides, between Berry and King Streets.
King Street, north side, from 3rd Street to approximately 140 feet westerly (140-foot zone).
King Street, north side, from 4th Street to approximately 410 feet easterly (410-foot zone).
King Street, north side, from 4th Street to approximately 50 feet westerly (50-foot zones).
King Street, north side, from 5th Street to approximately 260 feet easterly (260-foot zone).
King Street, south side, between 3rd and 4th Streets.
King Street, south side, from 5th Street to approximately 160 Feet easterly (160-foot zone).

TOW-AWAY, NOT STOPPING 7 AM - 9 AM AND 4 PM - 6 PM, MONDAY THROUGH FRIDAY - ESTABLISH.
King Street, north side, from 50 feet to 500 feet west of 4th Street (450-foot zone).
King Street, south side, from 4th Street to 660 feet westerly (660-foot zone).

THREE LEFT LANES MUST TURN LEFT - ESTABLISH.
King Street, eastbound, at 3rd Street.

TWO LEFT LANES MUST TURN LEFT - ESTABLISH.
King Street, westbound, at 3rd Street.

RIGHT LANE MUST TURN RIGHT - ESTABLISH.
3rd Street, northbound, at King Street.

RIGHT TURN ONLY, EXCEPT MUNI - ESTABLISH
4th Street, northbound, at King Street.

RIGHT LANE MUST TURN RIGHT, EXCEPT MUNI - ESTABLISH.
4th Street, southbound, at King Street.

NO TURNS - ESTABLISH.
King Street, eastbound, at 5th Street (1-280 off-ramp).

NO LEFT TURN – ESTABLISH.
King Street, eastbound, at 4th Street.
King Street, eastbound, at 5th Street (service road).
King Street, westbound, at 5th Street.

NO RIGHT TURN, EXCEPT MUNI – ESTABLISH.
King Street, westbound, at 4th Street.

MID–BLOCK CROSSWALK – ESTABLISH.
King Street, between 3rd and 4th Streets.
King Street, between 4th and 5th Streets.

CROSSWALK CLOSURE – ESTABLISH.
5th and King Streets, west crosswalk, crossing King Street.

(f) File 20–95–19. [Traffic Regulations, Various Locations] Hearing recommending establishing and rescinding traffic regulations at various locations. DPT Order No. 937. (Department of Parking and Traffic)

RIGHT TURN ONTO MARKET STREET ONLY, EXCEPT MUNI – ESTABLISH.
17th Street, westbound, at Market Street.

ONE–WAY STREET – RESCIND.
Fell Street, eastbound, between Franklin Street and Van Ness Avenue (restores two–way operation).

TOW–AWAY, NO STOPPING ANYTIME – ESTABLISH.
Fulton Street, south side, from 22nd Avenue to 190 feet westerly (190–foot zone).

Fulton Street, south side, from Stanyan Street to 58 feet westerly (58–foot zone).

TOW–AWAY, NO STOPPING ANYTIME – RESCIND.
TOW–AWAY, NO STOPPING, 7 AM – 7 PM, EVERYDAY – ESTABLISH.
McAllister Street, north side, from Gough Street to 60 feet easterly (60–foot zone).

TOW–AWAY, NO STOPPING 4 PM – 6 PM, MONDAY THROUGH FRIDAY – ESTABLISH.
Howard Street, north side, between Main and Beale Streets.

TOW–AWAY, NO STOPPING, 4 PM – 6 PM, MONDAY THROUGH FRIDAY – RESCIND.
Turk Street, north side, between Franklin Street and St. Joseph's Avenue.
Turk Street, north side, between Taylor Street and Van Ness Avenue.

TOW–AWAY LANE MUST TURN RIGHT – ESTABLISH.
Turk Street, westbound, at Franklin Street.

TOW–AWAY, NO STOPPING, 7 AM – 6 PM, MONDAY THROUGH FRIDAY – RESCIND.
TOW–AWAY, NO STOPPING, 7 AM – 7 PM, EVERYDAY – ESTABLISH.
Montgomery Street, east side, between Post and Sutter Streets (weekend tow–away regulation to be added).

(g) File 40–95–16. [Residential Parking Area "R", Cleary Court] Resolution extending the boundaries of Residential Permit Parking Area "R" in the Cleary Court Area and adding to the list of streets upon which time limitations shall apply. (Department of Parking and Traffic)

ACTION:

2. File 124–95–8. [Speed Limit, Portion of King Street] Ordinance adding Section 176.39 to the San Francisco Traffic Code to establish a 35–MPH Speed Limit on a portion of King Street. (Department of Parking and Traffic)

   ACTION:

3. File 85–95–5. [Mid–Embarcadero/Terminal Separator Structure] Resolution endorsing the Department of Parking and Traffic Variant as the preferred alternative for replacement of the Mid–Embarcadero/ Terminal Separator structure, requesting Department of City Planning to incorporate the variant as the preferred alternative in the DEIS/DEIR, and requesting the Chief Administrative Officer to take the necessary steps to secure funding at the earliest possible time. (Also see Files 272–90–1 and 85–94–2). (Chief Administrative Officer)
   (Continued from 10/19/95)

   ACTION:

4. File 115–95–15. [Sign Controls, Rincon Hill Special Use District] Ordinance amending Planning Code by amending Section 249.1 Rincon Hill Special Use District to incorporate new sign provisions for the Rincon Hill Area and adopting findings pursuant to City Planning Code Section 101.1. (Department of City Planning)
   (General Rule Exclusion: State Guidelines, Section 15061(b)(3).
   (City Planning Resolution No. 13978, adopted 10/12/95).

   ACTION:

5. File 114–95–2. [1995 San Francisco Building Code] Ordinance amending Building Code by adopting by reference the 1994 Uniform Building Code as amended by the 1995 California Building Code; retaining and making applicable to the State Code all previously adopted San Francisco amendments to the State Code and findings of local conditions required by state law; republishing the retained San Francisco amendments in a separate volume with corrected section references and reformatting to correspond to the new State Code references and format; and making nonsubstantive editorial changes to conform the code to Charter Section 3.750; effective date of December 29, 1995. (Building Inspection Commission)

   ACTION:

6. File 116–95–1. [1995 San Francisco Electrical Code] Ordinance amending Electrical Code by adopting by reference the 1993 National Electrical Code as amended by the 1995 California Electrical Code; retaining and making applicable to the State Code all previously adopted San Francisco amendments to the State Code and findings of local conditions required by state law; republishing the retained San Francisco amendments in a separate volume with corrected section references and reformatting to correspond to the new State Code references and format; and making nonsubstantive editorial changes to conform the code to Charter Section 3.750; effective date of December 29, 1995. (Building Inspection Commission)

   ACTION:

7. File 120–95–1. [1995 San Francisco Plumbing Code] Ordinance amending Plumbing Code by adopting by reference the 1994 Uniform Plumbing Code as amended by the 1995 California Plumbing Code; retaining and making applicable to the State Code all previously adopted San Francisco amendments to the State Code and findings of local conditions required by state law; republishing the retained San Francisco amendments in a separate volume with corrected section references and reformatting to correspond to the new State Code references and format; and making nonsubstantive editorial changes to conform the code to Charter Section 3.750; effective date of December 29, 1995. (Building Inspection Commission)

ACTION:

8. File 291–95–1. [Mid–Market Street Survey Area] Resolution designating and describing a survey area within the City and County of San Francisco pursuant to the California Community Redevelopment Law, referred to as the Mid–Market Survey Area. (Redevelopment Agency)

ACTION:

9. File 117–95–3. [Fire Code] Resolution endorsing those changes and providing findings as to the local conditions requiring variance from the California Fire Code as Required by the California Health and Safety Code.

ACTION:

10. File 117–95–3.1 [Fire Code] Ordinance repealing Part II, Chapter IV of the San Francisco Municipal Code; (Fire Code); adopting in its entirety a new San Francisco Fire Code; effective date of December 29, 1995.

ACTION:

11. File 223–95–30. [Liquor License, 1108 Stockton Street] Hearing to consider that issuance of a Type 21 off–sale general license at 1108 Stockton Street to Paul Lee for Lien Hing Supermarket & Trading Co. Inc., will serve the convenience and necessity of the people of the City and County of San Francisco. Filed by Paul Lee.

ACTION:

12. File 223–95–31. [Liquor License, 276 Noe Street] Hearing to consider that transfer of a Type 21 off–sale general license to 276 Noe Street to Joudeh and Rita Kassis for New Rosenberg Deli, serve the convenience and necessity of the people the City and County of San Francisco.

ACTION:

13. File 223–95–32. [Liquor License, 142 Fillmore] Hearing to consider that transfer of liquor license from 1837 Pacific Avenue to 142 Fillmore Street for Mary J. Nasser will serve the convenience and necessity of the people of the City and County of San Francisco.

ACTION:

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11/16/95

Public Library, Documents Dept.
Attn: Kate Wingerson

CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET ANALYST
1390 MARKET STREET, SUITE 1025
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November 14, 1995

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TO: Housing and Land Use Committee

FROM: Budget Analyst

SUBJECT: November 16, 1995 Housing and Land Use Committee Meeting

Item 3 - File 85-95-5

Note: This item was continued by the Housing and Land Use Committee at its meeting of October 19, 1995.

Department: Chief Administrative Officer

Item: Resolution endorsing the Department of Parking and Traffic Variant (DPT Variant) as the preferred alternative for replacement of the Mid-Embarcadero Terminal Separator structure, requesting Department of City Planning to incorporate the DPT Variant as the preferred alternative in the Draft Environmental Impact Study and Draft Environmental Impact Report (DEIS/DEIR), and requesting the Chief Administrative Officer to take the necessary steps to secure funding at the earliest possible time.

Description: The proposed resolution would specify that the Board of Supervisors designates the Department of Parking and Traffic Variant (DPT Variant) as the City's preferred alternative for replacement of the Mid-Embarcadero and the Terminal Separator Structure. The Embarcadero and Terminal Separator segments of the I-480 freeway were badly damaged in the 1989 Loma Prieta earthquake, and were subsequently removed by the California Department of Transportation (Caltrans). In 1990 and in 1994, the Board of Supervisors approved resolutions requesting that Caltrans not fully rebuild these structures, but instead study other alternatives for

restoring traffic service and safety in the area. A Draft Environmental Impact Statement and Draft Environmental Impact Report (DEIS/DEIR) have now been completed detailing several options for restoration of traffic service in the area. The DEIS/DEIR have been subject to a public comment period which ended on October 23rd, and which included a series of hearings conducted by the Department of City Planning.

If the proposed resolution is approved by the Board of Supervisors, the Department of City Planning would proceed with incorporating the DPT Variant into a Final Environmental Impact Statement and Final Environmental Impact Report (FEIS/FEIR) for the project, and the Chief Administrative Officer would proceed towards securing Federal Emergency Relief (ER) funds for project construction. After the FEIS/FEIR process is complete in early 1996, the Board of Supervisors will be asked to make a final recommendation on the project. The Office of the Chief Administrative Officer expects that environmental review for the project will be complete and the project certified in the spring of 1996, that Federal funds will be available in late 1996, and that construction will begin in early 1997.

The Department of Parking and Traffic Variant for the Mid Embarcadero and Terminal Separator project would have the following major elements:

- The Embarcadero from Howard to Broadway would be a four lane roadway, plus two additional lanes for parking that would be cleared for traffic to make six lanes during peak hours, with the F-line MUNI running in its median area, and bicycles lanes on both sides. The roadway would curve westward in front of the Ferry Building to accommodate a public plaza in that area;

- The Embarcadero roadway from Folsom to Howard would be realigned to accommodate Rincon Park;

- The Fremont Street off-ramp from the freeway would be realigned southward to touch down at Folsom and Fremont Streets, the Fourth Street off-ramp would be widened, and the two freeway on-ramps at Sterling and Essex Streets would, at a later date, be made flexible to accommodate either carpool lanes, or mixed use lanes, as required by traffic demand;

- A variety of lane changes, re-painting of the roadways, and sign changes would be carried out to improve traffic flows throughout the area.

Other alternatives studied in the DEIR/DEIS for this project would differ from the DPT Variant in the following major ways;

- Under Alternatives 5A and 5B, the Embarcadero roadway would be split in front of the Ferry building, with a public plaza constructed between the north and southbound sides, and the F-line MUNI running alongside and west of the northbound portion of the roadway;

- Under Alternatives 3A, 3B, 5A, and 5B, a new freeway on-ramp would be added from Harrison and Second Streets;

- Under Alternatives 3A, 3B, 5A, and 5B, a new off-ramp would be added from the freeway to Second Street at Stillman.

Comments:

1. The DPT Variant has been recommend by the Planning Commission as the best alternative, offering; (a) a high level of traffic service, (b) beneficial treatment of public space near the Ferry Building, and, (c) improved conditions for nearby residential areas through not constructing additional freeway ramps. The Port Commission has recommended the DPT Variant for that portion of the project that affects Port property (the Mid-Embarcadero section).

2. Federal regulations require that projects seeking ER funding restore traffic service at a level comparable to the service which was provided prior to the earthquake. The DEIS/DEIR studied 10 alternatives for the Mid-Embarcadero area, of which four (Alternatives 3A, 3B, 5A, and 5B), have been determined by Caltrans and the Federal Highway Administration (FHA) to be eligible for ER funding under the requirement for comparable service. According to Ms. Rebecca Kohlstrand, Waterfront Transportation Projects Office Project Manager, the DPT Variant has been tentatively determined by Caltrans to be eligible for ER funding, although a final determination on this issue is still pending from the FHA.

3. Estimated construction costs for the four ER-eligible alternatives range from $81 million to $103 million, with the DPT Variant estimated to cost $81 million. The lower cost for the DPT Variant is primarily due to the absence of new freeway ramps required in this alternative.

4. In addition to the construction cost, the DPT Variant, and other alternatives, would require that the City either; a) build a 1 to 2 story underground parking garage to replace approximately 340-350 waterfront parking spaces now

operated by the Port of San Francisco which would be lost through construction of the Embarcadero roadway and plaza, or, b) compensate the Port directly for the loss of the 340-350 parking spaces by paying the Port a sum based on a fair market value appraisal of the land occupied by the parking spaces, plus some negotiated portion of the revenue which would be lost through the loss of the parking spaces.

If the City chooses to replace the Port parking areas by building a parking garage, the cost would range from $25 to $38 million, or $71,428 to $108,571 per parking space, according to Ms. Kohlstrand. Ms. Kohlstrand advises that this cost is due to the high cost of underground construction at the waterfront, and to the need to conduct cleanup of toxic contamination in the waterfront area if an underground parking facility is built.

If the City chooses to compensate the Port directly, instead of building a parking garage, the cost would be approximately $6 million for the fair market value of the land, plus a negotiated sum based on a number of years of parking revenue loss to the Port. The Port currently receives $500,000 to $600,000 annually in parking revenues from the 340-350 spaces that would be removed by the project. Ms. Kohlstrand advises that this option may be somewhat less costly than the $25-$38 million dollar cost to construct a parking garage, but that it is not possible to estimate the full cost of this option at this time.

Ms. Kohlstrand advises that no determination has yet been made by either the Port or the CAO on whether or not to pursue replacement of the Port parking facilities, or direct compensation to the Port. Ms. Kohlstrand adds that the cost of replacing the Port parking or compensating the Port would be eligible for Federal ER funds under the Mid-Embarcadero portion of the project.

5. The overall cost to build the DPT Variant is estimated at approximately $106 million to $119 million, including both construction costs and the cost of replacing Port parking areas. According to Ms. Kohlstrand, the Mid-Embarcadero area is eligible for up to $58.5 million in ER funding, and the Terminal Separator structure is eligible for up to $61 million in ER funding, for a total of up to $119.5 million in available ER funding. Use of ER funding requires a 15 percent match of local funds, and Ms. Kohlstrand advises that after the portions of the DPT Variant which are not eligible for ER funding are excluded, the local share of the project cost would rise to approximately 25 percent, or up to an estimated maximum of $29.75 million. The CAO's Office has determined that the DPT

Variant can be funded with the available ER funds, and that sufficient local matching funds are also available with a combination of State ER funds, State Congestion Relief funds, San Francisco Proposition B sales tax funds, and funds from the sale of land parcels at Clay Street, Washington Street, and Broadway which were made available for this purpose after the removal of the Embarcadero Freeway.

6. Representatives of the CAO's Office will be available at the Housing and Land Use Committee Meeting of November 16, 1995 to provide further information to the Board of Supervisors and respond to questions on the Mid-Embarcadero and Terminal Separator project.

Recommendation: Approval of the proposed resolution is a policy matter for the Board of Supervisors.

Item 8 - File 291-95-1

Department: San Francisco Redevelopment Agency (SFRA)

Item: Resolution designating and describing a survey area within the City pursuant to the California Community Redevelopment Law, referred to as the Mid-Market Survey Area.

Description: The proposed resolution would designate a survey area in order to study the feasibility of a development effort in the Mid-Market area (See Attached Map). A survey area is land designated for analysis which will determine its redevelopment status.

Designation of this site by the Board of Supervisors as a survey area is a required first step in evaluating the redevelopment potential of the area. The proposed survey would produce a Preliminary Redevelopment Plan that would incorporate the City's vision for the area, the zoning and use of the land, and the economic development necessary for a redevelopment plan to be realized. Once the Preliminary Redevelopment Plan is completed, it must be submitted to the City Planning Commission for a determination as to whether the Preliminary Redevelopment Plan conforms to the City's Master Plan. In addition, and Environmental Impact Report (EIR) must be developed for the project. Both the Redevelopment Plan and the EIR would then be submitted to the Board of Supervisors for approval.

Comments: 1. Mr. Robert Gamble, Deputy Director for Finance at SFRA, reports that the production of the Redevelopment Plan and EIR for the Mid-Market Area is estimated to take approximately 2.5 years to complete and cost approximately $625,000 in total, including $225,000 for the Preliminary Redevelopment Plan, and approximately $400,000 for the development of the final Redevelopment Plan and the Environmental Impact Report. Mr. Gamble advises that (1) the amount of $225,000 for the Preliminary Redevelopment Plan would be funded from the proceeds of the issuance of Tax Increment/Allocation Bonds in FY 1995-96, and (2) the amount of $400,000 for the final Redevelopment Plan and the Environmental Impact Report is expected to be funded from the proceeds of the issuance of Tax Increment/Allocation Bonds in FY 1996-97.

2. As noted above, the attached map outlines the proposed Mid-Market Survey Area. The proposed Mid-Market Survey Area does not include those portions of the following

redevelopment areas which are within the boundaries of the proposed Mid-Market Survey Area: (1) the Yerba Buena Center Redevelopment Area; (2) the South of Market Earthquake Recovery Redevelopment Project Area; and (3) the Tenth and Market Redevelopment Project Area.

Recommendation: Approval of the proposed resolution is a policy matter for the Board of Supervisors.

Harvey M. Rose

cc: Supervisor Migden
Supervisor Bierman
Supervisor Teng
President Shelley
Supervisor Alioto
Supervisor Ammiano
Supervisor Hallinan
Supervisor Hsieh
Supervisor Kaufman
Supervisor Kennedy
Supervisor Leal
Clerk of the Board
Chief Administrative Officer
Controller
Teresa Serata
Robert Oakes
Ted Lakey

PROPOSED MID-MARKET SURVEY AREA

SAN FRANCISCO REDEVELOPMENT AGENCY • 11-95 (TSD)

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12/14/95

CALENDAR

HOUSING & LAND USE COMMITTEE
BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO

RESCHEDULED MEETING

THURSDAY, DECEMBER 14, 1995, 1:00 P.M. ROOM 410, VETERANS BUILDING

MEMBERS: Supervisors Carole Migden, Sue Bierman, Mabel Teng

CLERK: Mary Red

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CONSENT CALENDAR

1. All matters listed hereunder constitute a Consent Calendar, are considered routine by the Committee, and will be acted upon by a single roll call vote. There will be no separate discussion of items unless a member of the Committee or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

(a) File 18–95–16. [Stop Intersection] Resolution designating 39th Avenue and Irving Street as an all–way "STOP" intersection. (Supervisor Shelley)

(b) File 40–95–17. [Residential Parking Area "S", Duboce Triangle] Resolution extending the boundaries of Residential Permit Parking Area "S" in the Duboce Triangle Area and adding to the list of streets upon which time limitations shall apply. Order No. 935. (Department of Parking and Traffic)

(c) File 40–95–18. [Residential Parking Area "U", South of Market] Resolution extending the boundaries of Residential Permit Parking Area "U" in the South of Market area and adding to the list of streets upon which time limitations shall apply. Order No. 944. (Department of Parking and Traffic)

ACTION:

REGULAR CALENDAR

2. File 36–95–6. [Final Negative Declaration, Westwood Park] Resolution adopting Final Negative Declaration, finding and determining that amending the City Planning Code to add Sections 244 and 244.1 creating a designation for Residential Character Districts and establishing the Westwood Park Residential Character District and requiring all building permits for new construction and alterations in that Residential Character District to conform to designated sections of the "Westwood Park Association, Residential Design Guidelines" and to amend Sections 134 and 252.1 recognizing exceptions to rear yard and height provisions in such Residential Character Districts, and that amending the zoning map to delineate the Westwood Park Residential Character District and to change the Height and Bulk District from 40–X to 28–X, for properties in the Westwood Park Subdivision (95.541ETZ) will have no significant impact on the environment; and adopting and incorporating findings of Final Negative Declaration; companion measures to Files 36–95–6.1, 36–96–6.2, and 115–95–14. (Department of City Planning)

ACTION:

3. File 36–95–6.1. [Zoning Map Amendments, Westwood Park RCD] Ordinance amending Planning Code by amending the Zoning Map of the City and County of San Francisco for certain properties in the Westwood Park Subdivision, generally bounded by Ocean Avenue, Plymouth Avenue (including east side properties), Greenwood Avenue (including south side properties), Judson Avenue, Phelan Avenue, Flood Avenue, Ridgewood Avenue, south side of Monterey Boulevard and Faxon Avenue (including west side properties), all of Assessor's Blocks 3106–3113, 3133–3138, 3160–3166, 3173–3178, 3189–3190 and portions of Assessor's Blocks 3167, 3191 and 3196–3199, to create the Westwood Park Residential Character District; companion measures to Files 36–95–6, 36–95–6.1, and 115–95–14. (Department of City Planning)
(City Planning Resolution No. 13992, adopted October 26)

ACTION:

4. File 36–95–6.2. [Zoning Map Amendments, Westwood Park Height/Bulk] Ordinance amending Planning Code by amending the Zoning Map of the City and County of San Francisco for certain properties in the Westwood Park Subdivision, generally bounded by Ocean Avenue, Plymouth Avenue (including south side properties), Greenwood Avenue (including south side properties), Judson Avenue, Phelan Avenue, Flood Avenue, Ridgewood Avenue, south side of Monterey Boulevard and Faxon Avenue (including west side properties), all of Assessor's Blocks 3106–3113, 3133–3138, 3160–3166, 3173–3178, 3189–3190 and portions of Assessor's Blocks 3167, 3191, and 3196–3199, to reclassify these properties from a 40–X Height and Bulk District to a 28–X Height and Bulk District; companion measure Files 36–95–6, 36–95–6.1, and 115–95–14. (Department of City Planning)
(City Planning Resolution No. 13992, adopted October 26)

ACTION:

5. File 115–95–14. [Westwood Park Residential Character District] Ordinance amending City Planning Code by adding Section 244 to add Residential Character Districts and Section 244.1 to create the Westwood Park Residential Character District, and amending Sections 134 and 252.1 to recognize special rear yard requirements and special height limits for Residential Character Districts; companion measure to Files 36–95–6, 36–95–6.1, and 36–95–6.2. (Department of City Planning)
(City Planning Resolution No. 13992 adopted 10/26/95)

ACTION:

6. File 36–95–7. [Final Neg Dec, 1745–1765 California St.] Resolution adopting Final Negative Declaration, finding and determining that the project to convert a vacant, automobile sales and service building to a retail grocery store of approximately 24,600 square feet of occupied floor area and customer parking; and the construction of a new, two–level parking garage with 98 parking spaces, on Assessor's Block 647, Lots 12, 13, and 14 for the property located at 1745–1765 California Street will have no significant impact on the environment, and adopting and incorporating findings of Final Negative Declaration; companion measure to File 36–95–7.1. (Department of City Planning)

ACTION:

7. File 36-95-7.1. [Zoning Map Change, 1745-1765 California Street] Ordinance amending City Planning Code by adopting changes in property use classification as an amendment to the Zoning Map of the City and County of San Francisco for property generally described as Assessor's Block 647, Lot 12 from an RM-3 District to an NC-3 Neighborhood Commercial District and adopting findings pursuant to City Planning Code Section 101.1; companion measure to File 36-95-7. (Department of City Planning)
(City Planning Resolution No. 13974, adopted October 11)
(Motion No. 13975, adopted 10/12/95)

ACTION:

8. File 115-95-3. [Demolition/Alteration of Landmarks] Ordinance amending City Planning Code by amending Sections 1005, 1006, and 1006.6 to require review of painted murals and exterior alterations visible from a public street to landmarks or in a Historic District, and to set forth a new definition of, and procedures for, demolition. (Supervisor Bierman)
(City Planning Resolution No. 13932, adopted August 3, 1995)
(Exemption/Exclusion from Environmental Review)

ACTION:

9. File 115-95-8. [Bicycle Racks] Ordinance amending Planning Code by adding Section 155(j.1) to Section 155 to provide bicycle storage for all City-owned and City-leased properties. (Supervisor Migden)
(City Planning Resolution No. 14010, adopted November 16)
(Exemption/Exclusion from Environmental Review)

ACTION:

10. File 115-95-16. [Office of Affordable Housing Production Program] Ordinance amending Planning Code to add Section 313 extending the duration of the Office of Affordable Housing Production Program Ordinance, extending the expiration date of interim guidelines credits, allocating $100,000 from the Affordable Housing Fund to update and expand studies showing the relationship between office and other commercial development and housing demand, adding findings on the City's current housing needs and the validity of the formula for housing production requirements for new office development, and providing for an evaluation of the Ordinance. (Department of City Planning)
(City Planning Resolution No. 14013 adopted 11/16/95)
(General Rule Exclusion from Environmental Review)

ACTION:

11. File 115-95-17. [Final Negative Declaration, One Loraine Court] Resolution adopting Final Negative Declaration, finding and determining that amending Section 209.9 of the City Planning Code to permit as a conditional use mortuary and Columbarium uses within Residential Zoning Districts on designated landmark sites will have no significant impact on the environment, and adopting and incorporating findings of Final Negative Declaration; companion measure to Files 90-95-5 and 115-95-17.1. (Department of City Planning)

ACTION:

12. File 115–95–17.1. [Columbarium/Mortuary Uses, Residential Districts] Ordinance amending Planning Code by adding a new Section 209.9(j) to section 209.9 to permit Columbarium and mortuary uses on landmark sites in Residential Zoning Districts which are within Height and Bulk Districts of 40 feet or less and subject to authorization of a conditional use; companion measure to Files 90–95–5 and 115–95–17. (Department of City Planning)
(City Planning Resolution No. 14000, adopted 11/9/95.)

ACTION:

13. File 90–95–5. [Landmark Designation, Odd Fellows Columbarium] Ordinance designating the Odd Fellows Columbarium as Landmark No. 209 pursuant to Article 10 of the City Planning Code; companion measure to Files 115–95–17 and 115–95–17.1. (Department of City Planning)
(City Planning Resolution No. 13999, adopted 11/9/95)
(City Planning Resolution No. 14003, adopted 11/9/95)
(Landmarks Board Resolution No. 465, adopted 11/2/95)

ACTION:

14. File 34–95–3. [Sidewalk Width Regulations, Various Locations] Ordinance amending Ordinance No. 1061 entitled "Regulating the Width of Sidewalks" by adding thereto Section 1520 changing the official widths of sidewalks on a portion of Florida Street between 17th Street and Mariposa Street, of a portion of Indiana Street between 23rd Street and 25th Street, and of a portion of Indiana Street between 25th Street and 26th Street, as shown on the Department of Public Works drawings labeled Q–20–427, Q–20–428, and Q–20–429 and making findings pursuant to City Planning Code Section 101.1. (Department of Public Works)

ACTION:

15. File 223–95–33. [Liquor License, 501 Broadway Street] Hearing to consider that issuance of an off–sale beer and wine license to Joseph A. Khalaf for a grocery store located at 501 Broadway Street will serve the convenience and necessity of the people of the City and County of San Francisco. Filed by Joseph A. Khalaf.

ACTION:

15. File 223–95–34. [Liquor License, 511 Harrison Street] Hearing to consider that issuance of a Type 48 on–sale general license to Dirk Alton of Event Beverage, Inc. located at 911 Harrison Street, will serve the convenience and necessity of the people of the City and County of San Francisco. Filed by Dirk Alton, President.

ACTION:

16. File 223–95–5.2. [Transfer of Beyond Therapy Liquor License] Hearing to consider that transfer of a beer and wine license to Jerry L. Walker, dba Beyond Therapy from 350 Mason Street to 450 Geary Street, will serve the convenience and necessity of the people of the City and County of San Francisco.

ACTION:

HOUSING AND LAND USE COMMITTEE
BOARD OF SUPERVISORS
ROOM 308, VETERANS BUILDING
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IMPORTANT
HEARING NOTICE

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